

# LOWRIDER



# SEXY

CHEVROLET  
FLEETLINE

'47

BEL AIR

'57

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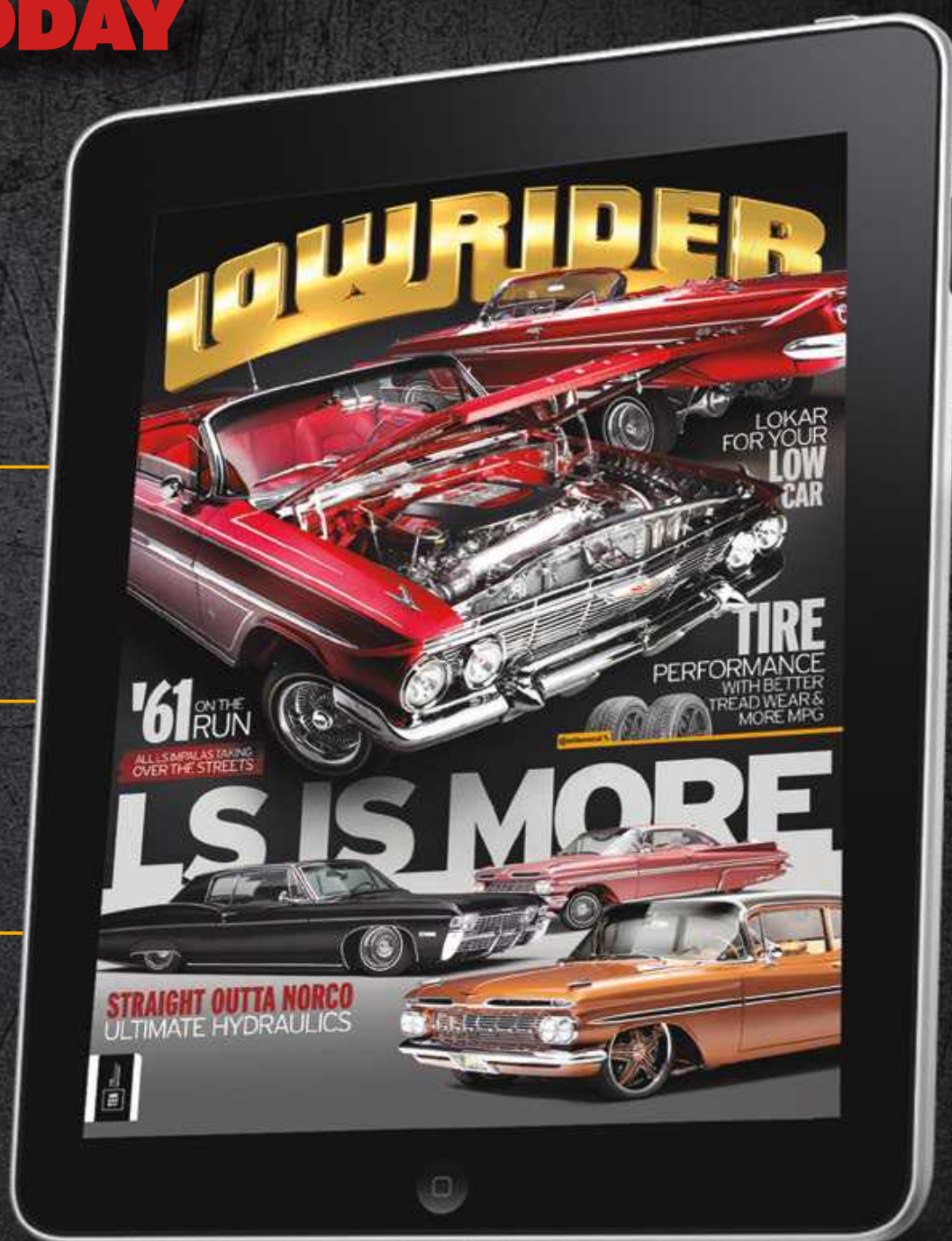
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# EDITOR'S LETTER

ESTABLISHED 1977



# THE TRIFECTA OF LOWRIDING

Known best for its trademark “bat wings” and “cat-eye” taillights, the 1959 Impala wasn’t always the pinnacle of lowriding. For the past few decades, the ’64 Impala has typically been deemed the “Golden Child” of lowriding, but now the ’59 is considered the “Holy Grail.” And along with the 1957 Bel Air and 1958 Impala, they’re often referred to collectively as the “Three-Headed Monsters.”

While the aforementioned cars seem to be the “hot ticket,” all these particular years are considered the pinnacle of automotive styling and design of the ’50s. Now, if you’ve watched the auction blocks, then you already know you’ve got to have deep pockets for entry into one of these classics. Needless to say, they all command top dollar, and when you look at the production numbers of each, it’s pretty intriguing. With just under a half-million ’59 Impalas produced, it may sound like a lot, but it’s only half the number of ’64s ever made. On the flip side, there were just under 200,000 ’58s produced (55,989 Impala convertibles and 125,480 Impala coupes produced) and when it came to the ’57, well you already know the story.

In this issue, we’ve got a fine example of a multi-colored, blue-hued 1957 that’s to die for. The intricacy of this build is impressive to say the least, but as with all of our cover cars, the attention to detail is painstakingly beautiful. I’ve said it once, and I’ll say it again, “There is no

other form of car customization that is this involved when it comes to attention to detail.” The time, effort, patience, and grief put into each of our builds is what makes us that much more proud once they’re complete.

Our cars are an extension of not only our culture and heritage, but also our love for lowriding. It’s a lifestyle only few can truly understand, but an outlet of creativity and part of our automotive makeup.

They’re time capsules of our youth and enthusiasm, and each build comes with its fair share of horror stories. But even with all the drama we face, the end result is what makes it all worth the while. Without the struggle, the success wouldn’t be as sweet, and without the headaches we wouldn’t truly appreciate the peace of mind a completed build delivers.

In essence, our cars are a part of the family. They’ve become a source of pride and inspiration, and act as vehicles of communication as well as transportation. Each car you see tells you a lot about the owner, and if you scratch at the surface there’s plenty of stories behind each build. That said, we wish you all the best of luck building your lowrider and we look forward to seeing you out on the streets, living the dream.

**F\*CK CANCER**

Speaking of family, there is one thing that I feel compelled to mention

and that’s the fact that the central point of lowriding is camaraderie and the family unit. Without friends and family, lowriding would never be the same. We wouldn’t be able to share our passion with those closest to us, and over the years, we’ve all lost plenty of brothers and sisters to disease — specifically cancer.

Cancer has torn many families apart, left us without significant others, and it’s an occurrence that is debilitating and heart wrenching. That said, it’s important for me to mention the 13th Annual Cruise for the Cause. Thrown by San Diego radio personality XMan aka Xavier, the proceeds for this annual event are used to help kids with cancer, while benefitting the Emilio Nares Foundation.

The show, which went down at Qualcomm Stadium, hosted carnival rides, kids zones, live music, as well as a taco festival and a huge beer garden. The one-day event also displays some of the hottest cars and bikes in the game, and we’re proud to have been able to support and cover such an incredible event.

In the end we all know, or will know a victim to this tragic disease, so it’s up to us as individuals to increase cancer awareness while helping wherever we can. Whether it’s financial or emotional support, it’s important for us to be there for those who are suffering. ●

Joe Ray



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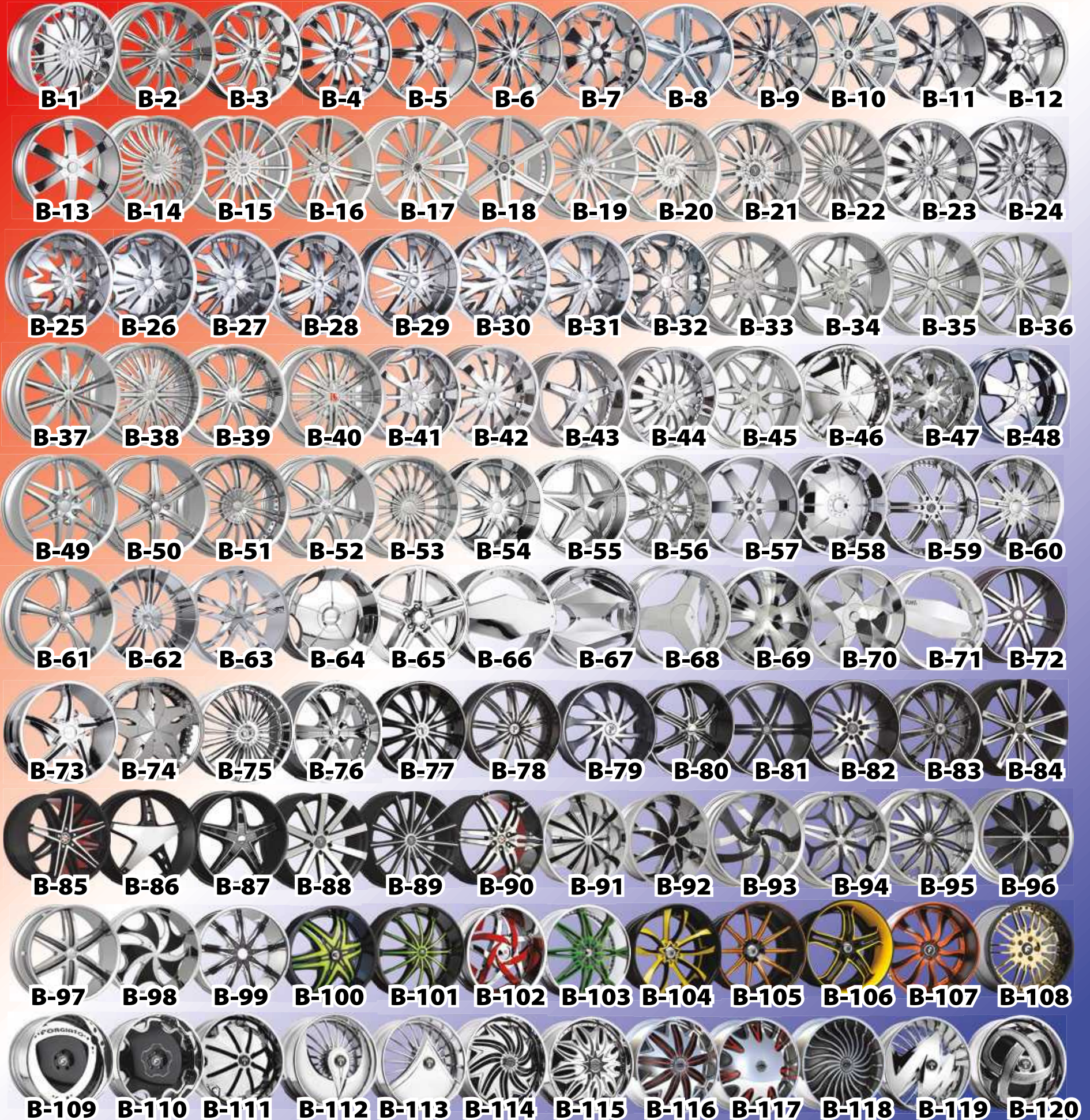


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# MODERN-DAY MONARCH

THIS SOUTHERN ROYALTY '57  
BALANCES MODERN POWER AND  
CLASSIC LOOKS

**STORY BY** PHIL SCHWARTZE | **PHOTOS BY** BETO MENDOZA













It's been called a lot of things: "Baby Cadillac," "King of the Short Tracks," and the two-door 150 model version that came with a fuel-injected 283 even earned the nickname "Black Widow," as it proved to be unbeatable and was eventually outlawed on the NASCAR circuit. No matter what you call it, the 1957 Chevy was a car that looked good in its day, went fast, and still shows no signs of going out of style. Chuy Barrera didn't overlook this fact when he picked up this Bel Air Sport Coupe on Craigslist.

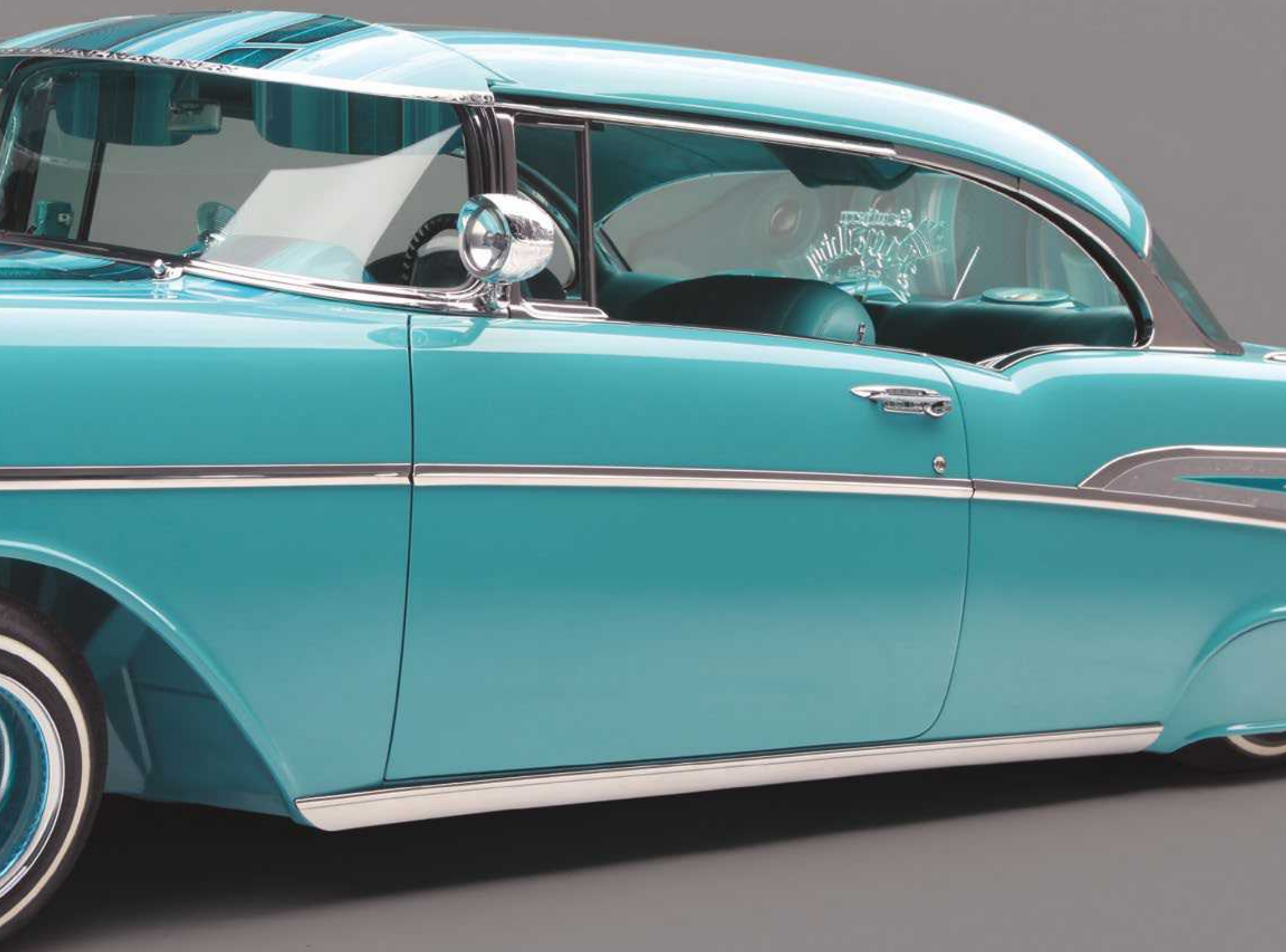
What Chuy bought was just a

shell of a car. No interior, glass, or trim. So that situation, and the fact that the frame was reinforced, motivated him to go custom instead of a stock resto. One needs to be careful, though, when giving a '57 a bit of a new look. The end result definitely doesn't lose those atomic-age aesthetics, old-school lowrider traditions, and modern accouterments that don't detract from the car. So let's have a look at what's going on here.

Under the hood resides the heart of a Cadillac with a 2004 Escalade 6.0L V-8 with CPP headers,

Magnaflow mufflers, and a 4L65E transmission. It's all churning power to a four-linked Grand National rearend. CPP front and rear disc brakes bring the 100-spoke Dayton's to a stop. Two Hoppo's pumps, three dumps, four solenoids, and four batteries manage all the juice with 8-inch front, and 14-inch rear cylinders. The car was tunneled and trunk cut out to make a bridge to bring everything down to terra firma. Chuy's friend Manny handled the suspension work.

The inside was another California Upholstery masterpiece with











## 1957 CHEVY BEL AIR

### VEHICLE NICKNAME

Illuminati 57

### OWNER

Chuy Barrera

### CITY/STATE

Anaheim, CA

### CLUB

Southern Royalty

### ENGINE

Cadillac 6.0L V-8

### INTERIOR

Lexus front seats with custom console and backseats by California Upholstery

### SUSPENSION

Two Hoppo pumps, three dumps, four solenoids, and four batteries with 8-inch front, and 14-inch rear cylinders

### BODY/PAINT

Bodywork and teal paint by Pollo. Engraving by Casteñeda Engraving. Patterns and pinstriping by Toker and Mike Lamberson.

### SOUND SYSTEM

Pioneer double din, Polk 5.5-inch speakers

### WHEELS/TIRES

100-spoke Dayton's / Premium Sportway 5.20s

## LOWRIDERDELUXE



NO MATTER WHAT YOU CALL IT, THE 1957 CHEVY WAS A CAR THAT LOOKED GOOD IN ITS DAY, WENT FAST, AND STILL SHOWS NO SIGNS OF GOING OUT OF STYLE.

Lexus electric seats, two custom backseats, and a custom center console done up in retro-inspired material. A Pioneer double din head unit keeps all the 5.5-inch Polk speakers loud and clear. Engraved chrome metal visors bring the outside ac-

cents by Casteñeda Engraving into the interior, along with the patterns laid down by Toker and Mike Lamberson. The Dakota Digital dash and billet steering wheel are also nice modern touches that help bring this Bow Tie into the modern age.





## LAST TRI-FIVE

*Many consider the Tri-Fives to be the best era in Chevrolet's history. The '57 marked the final year for the trio and has since become one of the most iconic classic cars to ever exist. Believe it or not, Ford actually outsold Chevrolet for the 1957 model year in part because Chevrolet had tubeless tires, a new innovation that made many buyers wary of this break from tradition. Chevrolet introduced the 283 V-8, which began a 10-year production run, and in 1957 was offered in six versions, ranging from 185 to 283 hp. The Ramjet fuel injection was another introduction for the '57 model year and was offered as standard on the Corvette, but could also be opted for on passenger cars. A two-door Bel Air Sport Coupe like this weighed around 3,278 pounds, had a sticker price of approximately \$2,299, and was one of 166,426 built. A very rare El Morocco version was built in both 1956 and 1957 as a "poor man's Cadillac," but only a handful were made and command huge numbers from collectors.*



Pollo got the body back into shape and laid down the traditional teal green paint. Chuy hunted down accessories to get it looking even better, such as the safety star, exterior visor, continental kit, color bar, compass, and spotlights that are also engraved. The brightwork done by Crown Polishing in Huntington Beach, California, gives this '57 the bling it had back when it rolled off

the assembly line.

Although Chuy wants to do a little more work to the hydros and trunk, the car is essentially done. Special thanks go out to Chuy's family, the Toma Brothers, Mike Dominguez, Southern Royalty Car Club, and everyone else who had a hand in putting the crown back on this automotive aristocrat. We're happy to see it back on the road. ●



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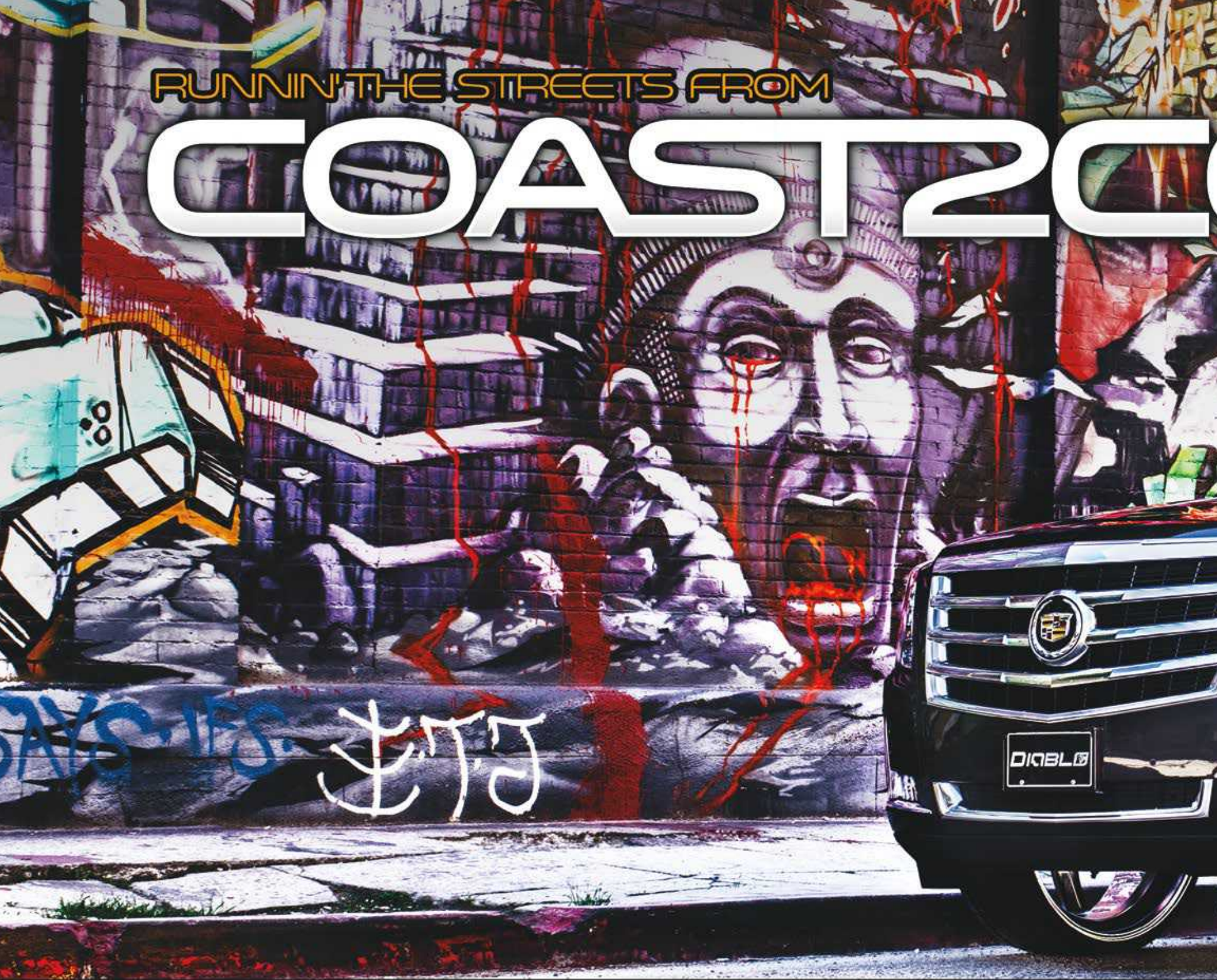
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LOWRIDERSHOWTIME

# INDEPENDENT LOWRIDER SHOW



## GETTING DOWN IN CHI TOWN

BY PHIL GORDON

Chicago isn't just the windy city or home to deep dish pizza. It's also home to some of the finest lowrider vehicles in the world. Felipe Villarreal from Independent CC holds an annual car show in Chicago that brings out over 400 custom vehicles. The show is held at Tilted Kilt, a popular eatery in Chicago Heights, Illinois. Felipe, who some call the king of promotion, made sure there was plenty of activity at the event.

The lovely Georjah Jaymes was brought in for pictures with everyone. Music acts were on stage all day and plenty of food and drinks were available. Some custom vehicles drove from as far away as Texas to showcase their vehicles. The hop went off in front of the stage with 10 high risers showing off their moves. Independent Lowrider Show has become a ritual for the Midwest lowrider community and will only grow larger at each show. ●



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## BRINGING THE LOWDOWN TO PICO RIVERA

BY JOHN SCHWARTZE | PHOTOS BY MARK SAINT

We got invited to the Saint Hilary Church in Pico Rivera, California, on Saturday, October 3, for the 3rd Annual ShowLows Car and Bike Show. The weather could not have been any better for October and was actually pretty hot. The atmosphere was totally family oriented with plenty of kids, great vendors, a live band, and enough food for all the spectators to go back for seconds. All proceeds from the show go to benefit the Faith Foundation, but since we got a dash plaque/magnet and beer coozy as part of our entry swag, that was pretty cool. Check out the rides and bikes who showed up to make this very family-friendly scene. Even a priest from the church was on hand to give his blessing to the cars. We're already looking forward to 2016. 🍷



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# ON THE SCENE

ESTABLISHED 1977

# DRASTIC 14TH ANNUAL

# BBQ

## LOWRIDERS HELP OUT A GOOD CAUSE IN NEW YORK

STORY BY BETO MENDOZA

“Originally, the BBQ was something we would do with the club at my house,” explained Marvin Shivnarain. The BBQ was never meant to be a big event, but many other local riders heard of the BBQ and the club kept inviting more and more people. Eventually they ran out of room for all the cars and decided to move it to the park and began an annual event. In 2001, Drastic hosted their first official BBQ at Valley Stream State Park. “The event could have been a lot bigger, but we decided to keep it more exclusive to lowriders,” says Marvin.

This year, Drastic Auto Club hosted their 14th annual BBQ and admission to the show was one can of food per person. The canned food is donated to the Island Harvest Foundation to feed the homeless. Members of Drastic worked the

grill all day to feed show participants and spectators. With about 300 cars, the club had their hands full.

Many clubs from New York showed up such as Tekniquez, Certified, Ghetto Fam, Lunatics, and Grounded For Life. Many out of state club showed up from Massachusetts, Rhode Island, New Jersey, Virginia, Maryland, and South Carolina like So Co Lowz, Chicanos, Tru East Siders, Modern Times, Skrape House, Individuals, Obsession, Loyalty, and Lowrider Connection. Also in attendance was Andrew with his blue Cutlass who showed up to defend his King of New York title. Andrew was crowned The King of New York for the seventh straight year.

If you haven’t attended the show before, check it out in 2016. We’ll be out there and looking for cars to shoot. Until next year. ●







Lots of clubs showed up to support the cause and brought their families with them as well.

The Eastern Seaboard's hoppers showed up to see if they could outdo the next guy for top honors.





# TANKS AND TAILS

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# KING OF THE ROAD

'04 HARLEY DAVIDSON ROAD KING

BY BETO MENDOZA



**MOTORCYCLE**  
2004 HARLEY-DAVIDSON ROAD KING

Donald Montoya of Albuquerque, New Mexico, was born and raised around Harleys. "My dad, my brother, my sisters, my uncles, and my aunts all ride." His father owned a Harley all his life, but after

having a few kids he decided to sell it to focus on raising a family. "When I was about 10, my dad got a Harley again. Since then I've always wanted one to be able to ride with my dad," explained Donald.

In 2008, Donald was approached about selling his lifted 1999 Chevy Silverado work truck. "I was hoping to get seven or eight grand, but he ended up offering me \$12,000 for it." As soon as he was cashed out, he





## 2004 HARLEY-DAVIDSON ROAD KING

### OWNER

Donald Montoya

### VEHICLE NICKNAME

Rey de Reyes

### CITY/STATE

Albuquerque, NM

### CLUB

La Vida Customs

### ENGINE

Air-cooled twin cam 88ci with fishtail straight pipes. Custom candy teal paint.

### BODY/PAINT

Body modifications include stretched hard bags/fenders/side covers

### SUSPENSION

Arnott airbag setup

### INTERIOR

Black leather and alligator seat

### SOUND SYSTEM

iPod, Alpine 400-watt amp, and four 6x9-inch Focal speakers

### WHEELS/TIRES

SMT machine 26-inch chrome wheels / Vee Rubber 26/3.5-inch





*This 88ci motor with fishtail pipes roars down the road.*



*The Road King looks mean from any angle you look at it.*

"TO ME THE ROAD KING IS THE KING OF THE ROAD, SO I RAN WITH THAT FOR A THEME AND NAMED IT REY DE REYS (KING OF KINGS)."

went with his mom to purchase this 2004 Road King.

He met Mark Lujan and the guys from La Vida Customs at a local show. Mark explained all the different customizing possibilities one can do to a Harley. "Mark told me to go to his shop the next day to check out some stuff. I did, and the next thing I know, we are tearing down the bike and fully customizing it. We added 21-inch wheels in the front, stretched bags, beach bars, fishtail pipes, and a new paintjob." That was the first of four transformations this Harley would receive.

The latest build took Donald and the La Vida Customs crew four months. They began by stretching the hard bags, molding the taillights, and stretching the rear and front fenders. Mark Lujan then sprayed a House of Kolor candy teal. Victor Cordero and Joey Demny added pinstriping, while Pete of Innovations in Albuquerque used black leather and alligator for the seat.

A raked neck, center kickstand, and 26-inch SMT Machine wheels with 26x3.5-inch Vee Rubber tires were added. For the final touches Victor Cordero of San Diego, California, added the murals of Kings and Queens. "Harley Davidson made all kinds of bikes, but only one king and that was the Road King. To me the Road King is the king of the road, so I ran with that for a theme and named it Rey De Reynolds (King of Kings).

Currently the bike is receiving its fifth and craziest transformation yet. The build should be in its final stages by the time this issue hits newsstands. "I want it to look more like a sled," says Donald who wants to thank Mark Lujan, Jerome Rocha of Southwest Choppers, his brothers at La Vida Customs, and his wife for supporting him. ●



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# GENERATIONAL

# GMC



BY HECTOR LEYVA

PICKING UP THE PICKUP  
GRANDPA FINISHED



**TRUCK MODEL**  
1954 GMC



## 1954 GMC

### VEHICLE NICKNAME

La Victoria

### OWNER

Raul Salazar

### CITY

Azusa, CA

### ENGINE

original 1954 GMC 235

### UPHOLSTERY

Agustin in El Monte sewed together a contrasting dark slate gray cloth bench seat

### BODY/PAINT

LDuran in Azusa gave this truck its signature two-toned dark blue and Deep Sky Blue color combination

### SUSPENSION

John Teagarden in Riverside installed a custom front and back air ride suspension

### WHEELS/TIRES

16-inch artilleries / OE Firestone whitewalls



Inspirations for builds come in many shapes and forms. For many, it's something we've dreamed of our entire lives, and for others it's simply something that has been passed down from generation to generation. Raul Salazar of Azusa, California, had purchased a 1954 GMC pickup. After tinkering with it for over 20 years, he was still a long way from bringing this antique relic back to life. That is until his granddaughter Victoria was born in 1998. As a baby, he would take her to all the car shows and as she got older she would proudly say, "Your truck is going to be mine one day grandpa." Ruben was not about to let his granddaughter be seen cruising around in a half-completed lowrider. So with newfound vigor and enthusiasm, Ruben set off to finally complete a lowrider worthy enough to carry his granddaughter's name.

Noah Duran of LDuran bodyshop in Azusa was called upon to give this truck its signature two-toned dark blue and Deep Sky Blue color combination. Longtime friend Agustin lent a hand by sewing together the interior's cloth bench seat with a contrasting dark slate gray. Rene Salinas installed the custom Clarion audio system. The original 1954 GMC 235 was tuned up and firing on all cylinders when the custom wood-grain bedliner was installed. With numerous NOS accessories bolted on, like passenger-side spare mount and OE Firestone whitewall tires mounted onto 16-inch artilleries it, was finally time to take La Victoria out on the boulevard. 🎵





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# CRUISE FOR THE CAUSE

KICKING CANCER TO THE CURB IN SAN DIEGO

BY HECTOR LEYVA





# ON THE SCENE

ESTABLISHED 1977

Local San Diego radio personality, Xavier “The Xman” continues to bring cancer awareness to our barrios with his Cruise for the Cause benefit car show. Going on its 12th year, this family-friendly event with sunny San Diego serving as its backdrop has it all, from an array of custom cars to local bands and vendors.

Having outgrown its previous location, this new bigger venue was filled to capacity with the likes of Groupe, The Crowd, Individuals, Pachucos, and local favorite Amigos Car Club. Even the exclusive Elite Car Club came to show support by displaying many of their full show cars along with Lowrider Car of the Year “El Rey.”

“We all know someone that has been diagnosed with this terrible disease,” says Xman, “so I decided put on this free event each year in an attempt to put a spotlight on cancer, especially on the children and the families that have been directly affected by it.” No doubt, this much-needed event will continue to bring the lowrider community together continuing its donations and awareness for this cause. ●



Bombs, traditionals, and even originals like this '56 Bel Air showed up to support the cause.





# GROUPE TUCSON



The Groupe Car Club plaque has been a well-known symbol in lowriding since 1971, busting out in East L.A. This club, like many others since then, began to prosper and with its name, and became an assemblage of over nine chapters. One of its newest additions is the Tucson, Arizona chapter, which became official November 10, 2012. Mother Chapter President Steve Alvarez Mott provided the guidance and approval for this chapter to fly its own plaque with

the Tucson brand attached.

The Arizona Chapter is lead by President Jesus Rivera, and Vice President Tony Gomez. The club's Sergeant of Arms is Jesus "Chuy" Olivarría, and Treasurer Sal Paz Jr. The club's membership consists of 11 members who also include their families as an important support system. This club takes their members' families along for the ride as illustrated in their mission statement: "As contributing members of our com-

munity, we encourage respect, love, and support to our families, friends, and others for the good of Groupe."

Club meetings are held at Rodeo, Kennedy, and Joaquin Murrieta Park in Tucson. Club business usually involves local and out-of-town events, local charities that may need help, and progress on new cars being built. Members are from all around Tucson and as far as Casa Grande and the town of Maricopa.



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Welcome to the club.

Treasurer Sal Paz Jr. notes family is what holds the club together. “We always have our families’ input and that is what’s best for the club, including getting together for birthday parties, baby showers, weddings, and for the holidays. These type of things are the main parts of our lives.

“One of the club members, George Wood, is hearing impaired and just finished building a radical car hopper. So we have our own unique way of communication with him, while some members are learning sign language. Also, club member George Rivera is a heart and kidney transplant recipient who works with the Donate Life Organization, informing people of his story and other recipients’ stories in the community. I firmly agree with Sal’s convictions regarding his club because I have seen firsthand this young man grow up. I first met Sal decades ago when he was a small boy and his father, Sal Paz Sr., brought him and his brother Sebastian to the Mesa Super show. Sal Sr. was always so friendly and respectable, and was a great example for his children to see. The fruit seldom falls far from the tree, and in this case, Sal was being groomed into becoming a lowrider leader back then and didn’t realize it. But I have seen his father in his eyes and this part of our unique culture can only be taught with love, respect, and discipline, which is carried on to the next generation.”

In the short time that Groupe has made its stake in Tucson, they have been civic minded in many ways. These include partaking in the Tucson Holiday Light Parade where cars are decorated in Christmas lights, the University of Arizona Lowrider Showcase in downtown Tucson, donations to local charities, volunteering at CPLC Tucson Para Los Ninos Christmas Event, and coordinating car washes in the community with the proceeds going for funeral costs or health costs to someone within the club, family, or community. They also assist in helping a local youth group Semilla De Fe so that they could attend a Youth Conference in California.

The Tucson Chapter has also been very active in entering the LRM Las Vegas Super Show, Mesa Super Show, LRM Arizona Super Show, LRM Espanola Car show, as well as local shows in Tucson, Phoenix, and Superior, Arizona.

Congratulations to the Groupe in Tucson as they continue in the long tradition of over four decades of serving their color of blue and remaining true! ●





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150 PSI PROFESSIONAL  
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## PICKING UP WHERE THE PREVIOUS '67 FASTBACK WAS LEFT OFF

BY HECTOR LEYVA

People's misfortunes can often lead to life-changing moments in our own lives. Such is the case with Dyse One of San Diego, California, who bought a 1967 Chevy Impala fastback from a friend who was preparing to leave on an extended stay to "college." For years, this car sat and would become nothing more than a primed street cruiser for Dyse One. He would go on to sell it as well. Having always regretted the sale, he set off to find another fastback and, with help from his wife, he would soon be the owner of another '67 Chevy Impala...only this time he was ready to give it the full Klique Car Club treatment.

The project would begin with a trip to 760 Kustom where Tiny would install the custom Black Magic two-pump setup with four dumps and six batteries. From there, this fastback was off to visit the Riviera Brothers, who would team up with Manny Cisneros to create this black candy base paintjob, featuring numerous custom gray metallic patterns, as well as layers of blue faded tape shade combinations and miles of fine-line pinstriping.

He decided to keep the interior semi original and resurrected the black-on-black stitched seats with vinyl and cloth inserts and added



**CAR MODEL**  
1967 CHEVY IMPALA





# FLASHBACK FASTBACK







an updated digital dash cluster and Pioneer head unit. With all the existing metalwork chromed and polished and the Chevy small-block 350 overhaul nearing completion by John Alley and crew at Muscle Car Alley in San Marcos, California, it was finally time to bolt on the all chrome custom Zenith wire wheels with 5.20-13 Premium Sportways tires. Dyse One's latest creation has become a fixture on the San

Diego streets just like many of his one-off custom murals as well as his clothing line aptly named Dyse One Clothing.

Projects of this caliber can only be completed with the help of great friends and family says Dyse One and so special thanks are in order to all his fellow club Klisque Car Club members and of course to his beautiful wife for helping him turn this dream into a reality. 🎵



## 1967 CHEVY IMPALA

**OWNER**  
Dyse One

**NICKNAME**  
Dyse One

**CITY/STATE**  
San Diego, CA

**CLUB**  
Klisque C.C. San Diego

**ENGINE**  
Chromed-out 350 Chevy small-block assembled at Muscle Car Alley in San Marcos, CA

**INTERIOR**  
Black on black original stitched vinyl and cloth inserts with an updated digital dash

**BODY/PAINT**  
The Riviera Brothers and Manny Cisneros did the black candy base paintjob featuring numerous custom gray metallic patterns as well as blue faded tape shade combinations

**SOUND SYSTEM**  
Pioneer sound system

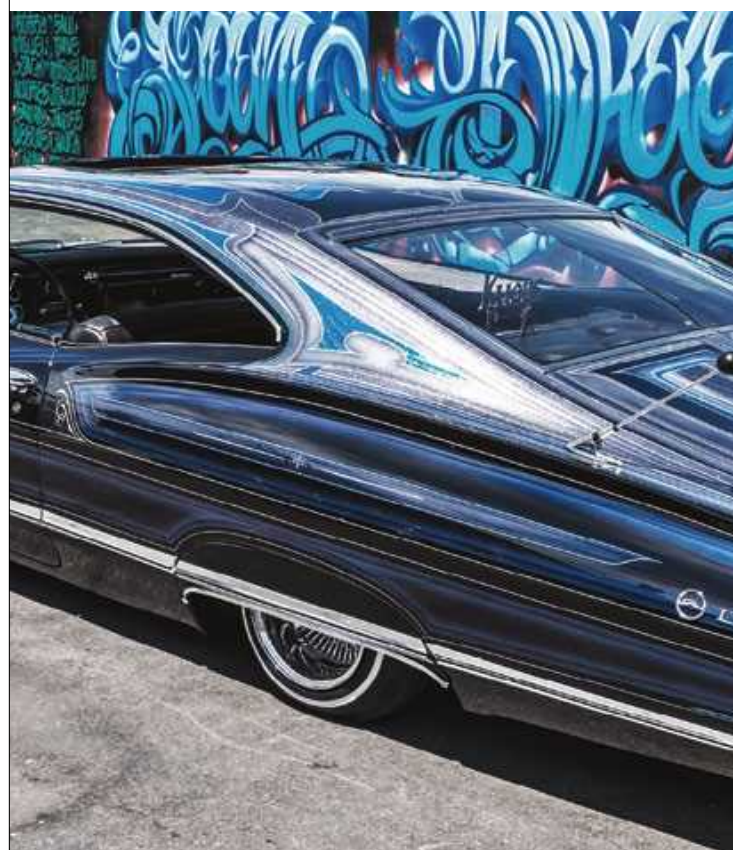
**SUSPENSION**  
Black Magic two-pump custom hydraulic setup installed by 760 Kustoms

**WHEELS/TIRES**  
All chrome Zenith wire wheels / 5.20-13 Premium Sportways



## '67 FASTBACK

*The body style of the new 1967 Impala was redesigned to give this car a longer look. The rear quarter panels took on a rounder, fuller look as well. This look became known as the "coke bottle" look.*



*The fastback styles are most likely the best of all makes and models.*





# ROLLPLAYERZ

ESTABLISHED 1977

## 2005 HUMMER SUT

### VEHICLE NICKNAME

Suicidal

### OWNER

Michael Rodriguez

### CITY

Corcoran, CA

### CLUB

Swift

### ENGINE

6.0L V-8 with chrome alternator, painted cover, and K&N Filter

### UPHOLSTERY

Mint green vinyl wrap

### BODY/PAINT

Lime green House of Kolor paint

### SOUND

iPad used as a headunit with Hifonics amps and Kicker speakers

### SUSPENSION

Airbags

### WHEELS/TIRES

30-inch Lexani LSS-55 / Lionhart 255/30R30 tires







**TRUCK MODEL**  
2005 HUMMER SUT

BY BETO MENDOZA

A WRECK COULDN'T STOP  
THIS GREEN MACHINE

# REBORN





"I WAS GOING WITH BIG WHEELS, BUT I WANTED TO KEEP WITH THE LOWRIDER THEME."

The love for lowriders has been with Michael Rodriguez of Corcoran, California, since he was 10 years old. "I've always loved going to car shows and seeing lowriders," explained Michael, who grew up around the lifestyle. At 16 years old, when many his age didn't have a driver's license, Michael had purchased a Chevy El Camino. "That was my first lowrider and after I sold that I got myself a Cutlass and added hydraulics to it."

After a few lowriders, Michael decided to build himself a big-wheel ride. He purchased this 2005 Hummer SUT at a local car dealer. "I was going with big wheels, but I wanted to keep with the lowrider theme."

When he brought out the Hummer for the first time it had leafing, rims, and a beat. Unfortunately, he was involved in a car accident shortly after completing it. Not letting the accident discourage him, Michael decided it to rebuild it and better than ever. He started the rebuild by suicing the rear doors and then having Arturo Valadez of E&I One Stop Shot in Oxnard, California, lay some House of Kolor kandy lime green paint. Multiple greens and blues were laid on top of the candy with patterns ranging from tape shades, flake, and fingerprints. Silver and gold leafing followed with multiple green striping by LG Pinstriping to highlight the patterns and leafing.

Rick at LA Kustoms installed an airbag setup while David Hernandez in Oregon added murals to the frame. Ruben Franco installed the Hifonics amps and Kicker speakers. Joe Camacho at California Upholstery in Bell Gardens, California, finished off the build by fully reupholstering the interior with a custom pattern in mint green vinyl. A year after the wreck, the Hummer was reborn again. Keep an eye for this Hummer at shows in Cali. ●





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GIVING NEW MEANING TO  
"FATHER AND SON" BUILD

BY PHIL SCHWARTZE  
PHOTOS BY BETO MENDOZA

# TOP OF THE















As parents and car buffs, we all secretly hope that we can pass on that gene to our children and that one day they'll carry on that same love for cars. Matt Sherman bought this '47 Chevy Fleetline with the intention of doing a full buildup, but like any good man, when he realized he'd soon become a father, he put the priority on his family and sold the car to his friend. In the ensuing years, Matt's son Sy was definitely a lowrider in the making, and became just as passionate about these cars as his father when they'd go to shows together.

Unfortunately, life has a way of dealing us a difficult hand when we least expect it. Sy became ill with a rare cancer and passed away after a long fight. But the twist of fate and Sy's influence didn't end there. By chance, Matt happened to be at a festival and ran into the son of the friend he sold it to. Matt learned that his friend really never got the ball rolling on completing the car and that it was still at his friend's house in the same condition he sold it to him. Matt called up his friend

and the next day went to go pick the car up. It was on the road six months later.

As if all that wasn't enough, while driving it to a cancer benefit, one of the wheels fell off and destroyed the driver side of the car. Although a lesser man might have given up after that, Matt used it as an opportunity to restore the car again exactly the way he wanted. So once again, he let tragedy propel him forward until he pulled off this recently completed beauty that is nothing short of true lowrider. "I honestly feel like with the way my son passed and having to give the car away to take care of him, he gave the car back to me," Matt reflects. So let's take a look at how Sy's spirit lives on in this classic.

Matt tunneled the floor so it'd lay lower, dropped the uprights in the frontend, and put in a four-linked Camaro rear. It's all suspended by an AccuAir e-Level airbag setup powered by a single battery. The setup was done by Matt's friend Greg Lazerinni. Everything is chromed and painted





*Beautiful tape shades and color combo patterns make this Fleetline the top of the line.*

underneath, and it's all rolling on 13-inch Zeniths with Premium Sportway rubber.

Power comes from a '58 Chevy 235 inline-six connected to a '47 Saginaw three-speed manual trans turning a two-piece Impala drive-shaft. The motor is old school with dual Rochester one-barrels on an Offenhauser intake.

The interior was kept faithful to the original, but the dash and trim have pearl wood grain patterns instead of the traditional dark

backgrounds. Sid's Upholstery recovered everything in original-style fabric. From the traffic light viewer to the bakelite buttons, not much looks out of place in the interior. The original radio was refurbished, but inside the glovebox resides an Alpine stereo connected to two Earthquake 6x9s, two 5¼s, and tweeters.

From stem to stern, it not only screams lowrider on the outside, but is also a tasteful blend of new and old. Chrome and engraving

## 1947 CHEVY FLEETLINE

### VEHICLE NICKNAME

Just a Rumor

### OWNER

Matt Sherman

### CITY/STATE

Salinas, CA

### CLUB

Westend

### ENGINE

235 Chevy inline-six engine with chrome Offenhauser valve covers/intake, dual Rochester single-barrel carburetors, chrome water pump/radiator/alternator and straight pipe exhaust

### BODY/PAINT

Multiple Axalta browns, paint by Imperiouz Autobody. Pinstriping by Eddie Padilla, chrome and engraving by Krazy Kutting, muraling by Skip Sanchez

### SUSPENSION

1970 Chevy Camaro rearend, C-notch rear, AccuAir airbag setup with two engraved and chrome tanks and Viair compressors

### SOUND SYSTEM

Pioneer head unit and 5¼-inch front speakers in front, 6x9-inch Earthquake speakers in the rear

### INTERIOR

Reproduction interior kit

### WHEELS/TIRES

13x7-inch original Zenith Wire wheels / 5.20 Premium Sportways

were handled by Krazy Kutting and can be found on everything from bumpers to air cleaners to core support. Muraling was done by Skip Sanchez and pinstriping by Eddie Padilla. Matt, who owns Imperiouz Autobody & Suspension in Salinas, California, took care of the bodywork and Axalta two-tone paint.

We're happy to see this old '47 finally come to fruition almost 20 years after Matt originally bought it. For years, the car was, as Matt puts it, "just a rumor." There was a lot of talk

## LOWRIDERDELUXE





## CHEVYS IN '47

*Chevrolet produced its 20 millionth vehicle in 1947, which happened to be a Fleetline Aerosedan, same as what's featured in this article. The sleek two-door fastback was Chevrolet's most expensive two-door sedan they built that year, as well as their top-of-the-line and most popular model. Production of the '47 Aerosedan reached 159,407 and had a sticker price of around \$1,313. Side hood and belt moldings were eliminated on the '47 model and replaced with a thin strip of stainless at the crease below the window. The other models offered that year were the Fleetmaster cabriolet convertible, Fleetmaster Sport Coupe, Fleetmaster Town Sedan, Fleetmaster Station Wagon, Fleetline Sportmaster, and four Stylemaster models. The most expensive and least popular model was the Station Wagon. At \$1,893, only 4,912 of these eight-passenger "woody's" were built, so they get big numbers from collectors. All models offered the 216 inline-six and three-on-the-tree manual transmission. With the GM strike over, and demand far outweighing supply, 1947 production vehicles climbed to over 684,000.*

about it getting finished, but it never seemed to get there...until now and Matt made sure it spoke to the people involved in getting it up and running. Hands praying for his son, a picture of his wife, and his crew from his shop can be found in the murals. Thanks go out to Eddie Padilla, Skip Sanchez, Westend Car Club, Matt's wife Veronica, and most importantly his son Sy. We wish you many happy miles with this sweet ride and we're sure Sy's spirit will be riding shotgun right along with you. ●

*Krazy Kutting did the exquisite engraving throughout the car.*







**COMPANY**  
**Greenspan's**  
**ADDRESS**  
**3405 Tweedy Blvd.**  
**South Gate, CA 90280**  
**PHONE**  
**(323) 566-2822**  
**URL**  
**www.greenspans.com**

Stepping foot into Greenspans is like taking a step back into time. In its simplest form, Greenspans is a time capsule of fashion that is backed by organized chaos and a plethora of knowledge and history. Considered the last OG clothing store, Greenspans is a collective of the most hard-to-obtain deadstock fashion from the '50s and '60s. From Hush Puppies to Imperials, Stacy Adams to Pendletons, their inventory litters each and every aisle of the store. Even more impressive is that they know exactly where everything is.

To be honest, there really is no way to summarize what Greenspans has

accomplished. To do so in a few pages would not do justice to the brand, as it would take volumes to properly give them the justice they deserve. The company, which was first started back in 1928, is a family-owned and operated business now run by a third generation of Greenspans. With Evan and Josh at the helm of the throne, the low-key duo continue to be silent influencers and tastemakers in the business of OG apparel, and their accomplishments run deep.

They've provided the wardrobe for hundreds of your favorite movies, have become a destination point for treasure

hunting, and the understanding they have of their niche market makes them a powerful voice to manufacturers, especially the Pendleton brand. In fact, it was the strength of their opinion that ultimately led Pendleton to making and including XXXL through 5XL sizes in their lineup. In addition to that, they release one to two exclusive Pendletons that are sold only at their location.

Stepping foot into their shop is simply unreal. There's something wholesome and family oriented about the character of the shop, and it was reminiscent of the days when



# LOWRIDER SHOPSTOP

BROUGHT TO YOU BY LOWRIDER



## LOWRIDER VISITS THE LAST OG CLOTHING STORE

BY JOHN JARASA & JOE RAY

# ROOTS RUN

# DEEP





**JUST A FEW OF THE MOVIES THAT  
FEATURE GREENSPAN'S CLOTHING:**

STRAIGHT OUTTA COMPTON – JFK – KINGPIN –  
LA BAMBA – THE GREEN MILE – FEARLESS – FAST  
& FURIOUS – ELVIS – DOGTOWN – DEUCES WILD  
– THE DOORS – AUSTIN POWERS III – THE AVENG-  
ERS – BABY BOY – AMERICAN PIE – AMERICAN ME  
– AMERICAN HISTORY X – BULLET PROOF – AMERI-  
CAN BEAUTY – BLOOD IN BLOOD OUT – BORN IN  
EAST LA – BOYZ 'N THE HOOD – BOOGIE NIGHTS –  
CB4 – HIGHER LEARNING – HOUSE OF 1,000 CORPSES  
– I AM SAM – POOTIE TANG – POETIC JUSTIC – OF  
MICE AND MEN – THE WHOLE TEN YARDS – THE  
WOOD – TRANSFORMERS – TRAINING DAY –  
TORQUE – STORAGE WARS – STARKY & HUTCH  
– STAND AND DELIVER – SOMETHING ABOUT MARY  
– SINATRA – SLEEPERS – THE ROCK – ROAD DOGS –  
SINATRA – SLEEPERS – MALCOLM X



Raul is a longtime customer who has been shopping with Greenspan's since he was a kid. He's seen here standing besides some artwork he contributed to Evan for a special shop collaboration tee.

You could spend an entire day here and still not see everything.







my parents used to pay visit to their favorite “mom and pop” shops. The staff’s knowledge of the Pendleton and OG apparel game is unrivaled, and with over 100,000 pieces in inventory, it’s testament to their faith, pride, and dedication to the OG apparel game.

Within the first 30 minutes inside, I was impressed to say the least. I watched as one customer from El Paso, Texas, came to buy some shirts, followed by a lady from Miami, and just when things got interesting, another customer from New Mexico dropped in, followed by a Fender executive who came in to buy a Pendleton and some old-school shoes. The clientele at Greenspans is diverse and it’s safe to say that it remains a destination for travelers all across the world. In short, this is where the underground and ruling elite meet.

But what you won’t find here is a store that’s been prettied up to sell you product, and what you will find is a store that values its relationships

with its customers. Couple that with the largest inventory of nostalgic fashion in North America, and you’ve got a recipe for success. In short, Greenspans provides an old-school ambience and experience that can’t be matched. While one could easily purchase a Pendleton online, you’d be robbed of the experience and the education you’d get at Greenspans. The stories you’ll hear and faces you’ll see are all a part of the experience and you just never know who you’ll run into.

Celebs such as Lady Gaga, Madonna, Ice Cube, and B-Real have shopped with the historic South Gate location, but ask Evan if celebs are treated any different than a regular customer and he’d be the first to say no. “Every customer is treated with the same amount of respect and integrity as the next,” says Evan. He further adds, “If I make one customer angry I stand to lose 20, so it’s up to us to build relationships and a rapport

with each and every customer.”

When asked what he attributes his continued success to, his response was simply, “Dumb luck.” He adds, “We’ve been very lucky to have been blessed with some great and talented customers. My website was done by Big Tiny who I consider a renaissance man. He had just graduated from his trade school program and built my site to include in his portfolio. Back in the ’70s and early ’80s people from Goodtime Charlies in East L.A. used to shop with us and when they blew up, they told hundreds of people to come shop with us.”

Yet as our discussion carried on, he was quick to mention many of his supporters who have helped build their reputation, from Kid Frost and East Side Rendezvous mentioning them in lyrics, all the way to Australian band Boom Crash Opera who makes it a point to mention that their inventory and a blessing of good people is what has powered them through even the worst of times.

He talks about a time when he used to sell clothes to N.W.A. before they were big. Years later, when Ice Cube was doing the movie, “Boyz in the Hood,” he talks about how Ice Cube’s wardrobe stylist was having a hard time finding period-correct fashion, and that’s when Cube sent his wardrobe stylists to them. He goes on to talk about Chuco (RIP), and artists who have contributed art and referrals including L.A.’s own Freddy Negrete who told Lady Gaga to come check them out. In the end, these interesting stories were further proof that he’s held some key relationships that have paid off.

It’s almost safe to assume that his family’s love affair with old-school clothing goes far beyond passion. His old-school principles and values have followed suit and they are seen in the way he conducts himself. A man of his word and principle, Evan continues to expand his business based on respect. Respect for the fashion, the community, as well as the lifestyle. It also becomes quite apparent that he believes in building relationships, and these same relationships have become the foundation of their business. That said, we tip our hats to the Greenspan lineage for staying true to the game and giving us all a portal to keep our lifestyle covered — literally. ●



*It's hard to visit Greenspans and not want to spend money on some of their cool swag.*



Rosendo and Jackie Romero are no strangers to lowriding. With their latest project recently sold and while on the way to Paris, France, this dynamic duo of husband and wife suddenly found themselves looking for a new car to build. As luck would have it, they ran across a 1966 Chevy Impala at a local junkyard and instantly knew this was

exactly what they were looking for. “This project would start out as most, I just wanted a simple paint and interior,” says Jackie, “but the more we worked on it, the more we ended up doing to it.” So with an eight-month deadline, the project was up and running.

A mechanic by trade, Rosendo and longtime friend, Jorge rebuilt a 1987

Chevy small-block 350. They would go on to update it with numerous chrome and billet accents, as well as the custom paint that now adorns the engine compartment. Soto Upholstery in Las Vegas, Nevada, would create custom patterns with a blend of burgundy and red vinyl and light red cloth inserts.

In order to create this car’s sig-

*A husband and wife machine that's now cruising The Strip.*





# JUNKYARD JEWEL

A SIN CITY TREASURE  
RESCUED FROM THE  
CRUSHER

**STORY BY** HECTOR LEYVA

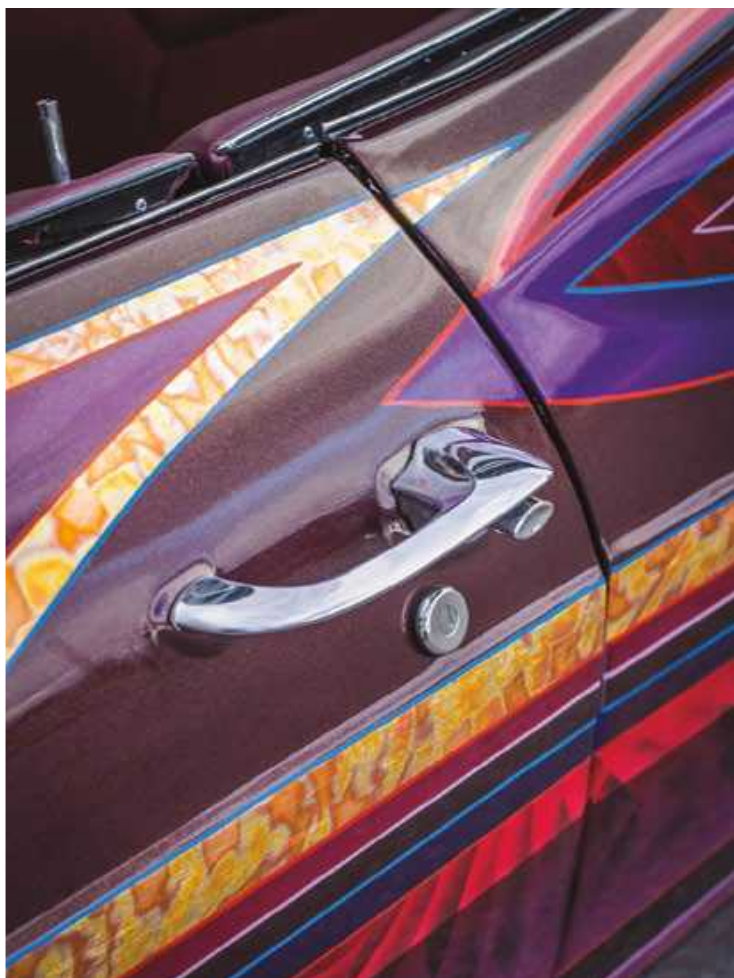


**CAR MODEL**  
1966 CHEVY IMPALA



## NEW FOR 1966

*In 1966, triple rectangular taillights replaced the triple round lights used on fullsize Chevys since 1958.*







## 1966 CHEVY IMPALA

### VEHICLE NICKNAME

Baraja De Oro

### OWNER

Rosendo Romero

### CAR CLUB

Goodtimes C.C.

### CITY

Las Vegas, NV

### ENGINE

1987 Chevy small-block 350 w/chrome and billet accessories

### INTERIOR

Soto Upholstery created patterns with a blend of burgundy and red vinyl and light red cloth inserts

### BODY/PAINT

Rosendo and Felix Dezigns teamed up to lay down the cranberry candy base with numerous plum, violet, and strawberry red patterns with accenting pinstriping, tape shades, and gold leafing

### WHEELS/TIRES

Triple Gold OG 72-spoke Zenith wire wheels / OG Premium Sportway 5.20s

nature look, Rosendo would team up with local renowned artist Zack Felix of Felix Dezigns. They would paint their latest canvas, creating an unprecedented five-stage paintjob using a special custom blend of colors from Matrix FX candy paints. Together, they would lay down a candy apple base with various white undertones, layer it with plum, violet, and Tantalizer Purple patterns, and accent it with pinstriping, tape shades, water-drop effects, fan shades, and gold leafing. With a custom two-pump hydraulic setup in place and triple gold plated OG 72-spoke Zenith wire wheels mounted onto OG Premium Sportway 5.20s, it was time to shuffle this “Baraja De Oro” and test their luck at one of Sin City’s local casinos. ●

*The Goodtimes Car Club and their many chapters across the country come well represented by this sick '66.*







Jesus “Chuy” Villegas used to take his younger brother Rick to cruise Mooney Boulevard in Visalia, California, and local car shows when they were younger. It didn’t take long for them to fall in love with the lowrider culture and get their own lowriders. They dreamed of building a car worthy of being featured in pages of LOWRIDER Magazine.

“When I found out I was going to be a father, I decided to take a break

from lowriding to focus on my family. My brother kept lowriding and he was able to make his dream come true.” His brother Rick Villegas’ 1994 Cadillac Fleetwood was featured in the February 2011 issue of LOWRIDER Magazine. “I remember him telling me that it would be nice if I could get a feature in the magazine also. When he told me that, I thought it was an impossible goal.” With the support of his wife Molly, Chuy

*Set against the California palms, this Egyptian-themed Buick holds its own.*

bought this 1986 Buick Regal. With stock white paint, rims, and hydraulics, he began riding and showing his Regal.

Chuy’s car ended up displaying between two candy painted Cadillacs at a car show in Corcoran, California, that were featured in LOWRIDER Magazine. He noticed that everyone would take photos of the cars in front and behind his. “It didn’t bother me until my 5-year-old daughter asked



**CAR MODEL**  
1986 BUICK REGAL



*The Buick Regal still endures as a favorite style to the younger generation of lowrider enthusiasts.*

**BY** BETO MENDOZA

1986 BUICK REGAL

**EGYPTIAN**

**LOVER**



# CLUBFAMILY

*The Villegas family are proudly representing their one-of-a-kind, beautiful Buick Regal.*

"AFTER 18 MONTHS OF WORK, THE CAR WAS COMPLETED AND IT ACCOMPLISHED EVERYTHING IT WAS SET OUT TO."

me why no one looked at her car. That really choked me up and I promised her that we would do everything we could so people would notice her car."

Soon after that, Chuy and his wife Molly sent the G-body to Trends Auto Body in Bakersfield, California, to begin its transformation. After receiving the Le Mans Sunset Orange with metallic orange paintjob, it received some leafing and striping by Curly's Pinstriping in Paramount, California. The next stop was to take it to Alberto Herrera in Visalia, California, for one-of-a-kind







1986 BUICK  
REGAL

<b>VEHICLE NICKNAME</b>
Egyptian Lover
<b>OWNER</b>
Chuy and Molly Villegas
<b>CAR CLUB</b>
United Central Valley
<b>CITY</b>
Corcoran, CA
<b>ENGINE</b>
Stock V-8
<b>INTERIOR</b>
Ultraleather, butterscotch with saddle and yellow accents

<b>BODY/PAINT</b>
Le Mans Sunset orange with metallic orange, striping, leafing and Egyptian-themed murals
<b>SUSPENSION</b>
Three Pro Hopper pumps and four AC Delco batteries
<b>WHEELS/TIRES</b>
13-inch good wheel with chrome dish and engraved knock-offs / 13-inch Premium Sport 5.20s
<b>SOUND</b>
Pioneer deck, with all Cerwin Vega speakers and amps. The sound system consists of a 600-watt amp to power four 5-inch mids and an 800-watts amp to power two 10-inch subwoofers.



murals. “We needed to come up with a unique theme before taking it to Alberto. My wife suggested going with an Egyptian theme and once we heard the song Egyptian Lover we knew it would be a perfect theme.”

Next stop was a custom interior with center console and bucket seats by California Upholstery in Bell Gardens,

California. Finally Alberto Tapia installed the setup, Lugo’s Engraving and Edgar Castaneda did the engraving and the chrome was done by Moreno’s in Fresno, California. After 18 months of work, the car was completed and it accomplished everything it was set out to, from gaining notoriety at shows to getting featured in LOWRIDER

Magazine. “My brother always told me ‘magazine or bust’ and now it’s a great accomplishment for two brothers from a small town to be featured in LOWRIDER. I want to give a special thanks to my wife who has always been supportive and to everyone that had a helping hand in building Egyptian Lover.”



## SOURCES

CLASSIC PERFORMANCE PRODUCTS  
(866) 593-2631  
[www.classicperform.com](http://www.classicperform.com)

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(626) 484-4268

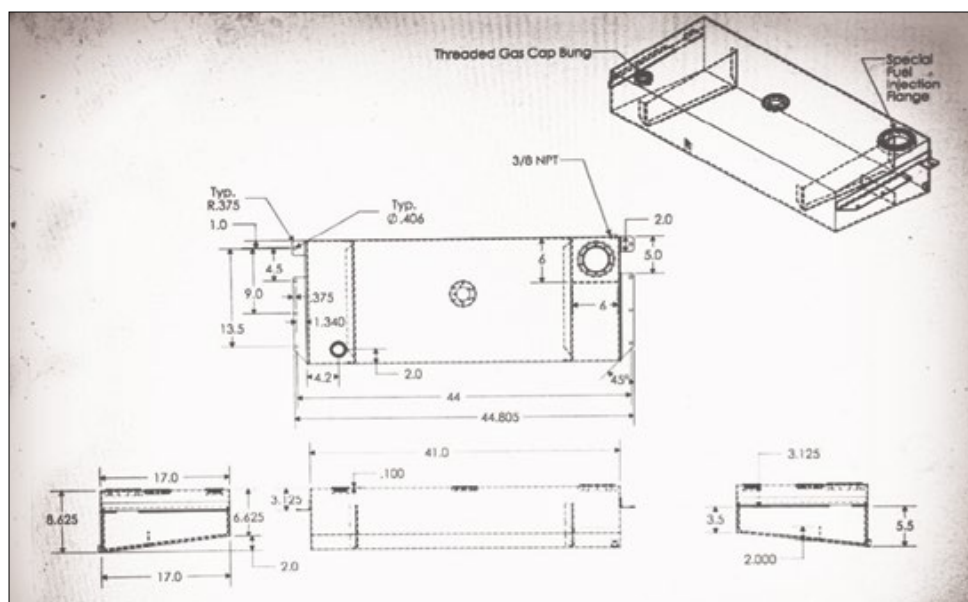
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BY JOE RAY

RELOCATING THE GAS TANK IN OUR  
PROJECT '54 BOMB TRUCK COMES  
WITH A "TUCK LOAD" OF BENEFITS

# PASSING GAS





# LOWRIDER GARAGE

ESTABLISHED 1977

[ PERFORMANCE ]

When it comes to safety issues and classic trucks, gas tanks are probably one of the most highly debated subjects. While some will argue that it's safer in the rear, others will argue that it's best by the cab. Depending on whom you ask, the answers will always vary and the debate will carry on.

That said, the best decision to go with is the one that makes you feel safest, and for this '54 build, we opted to mount a new 19-gallon tank out back on the frame. At least for us, there was something quite unsettling about driving near a tank of combustible liquid, so we decided to throw it out back. To top it off, we didn't want to go through the process of restoring an older tank, so we decided to with a custom-made unit from Classic Performance Products.

Since we used a new frame from the artisans at TCI, all we had to do was supply the dimension to CPP and they hand crafted a new gas tank that would drop right in between the rails on the rear of the frame. To be honest, doing a step-by-step installation may come off as quite comical because it really was as easy as dropping it in and bolting it up. Of course you have to install the fuel filler and down tube along with the brass fittings, and necessary fuel sender, but it's pretty self-explanatory.

On some applications you may have to shorten the fuel sender, but other than that, the install is relatively easy. CPP makes one of the finest aftermarket tanks on the market. The aluminum gas tanks simply fit between the framersails, are fully baffled, and are compatible with EFI or carbureted applications. Once the tanks are installed, fuel can be added

## Don't Waste Your Time



## JUST SOAK, RINSE, & REUSE

WITH

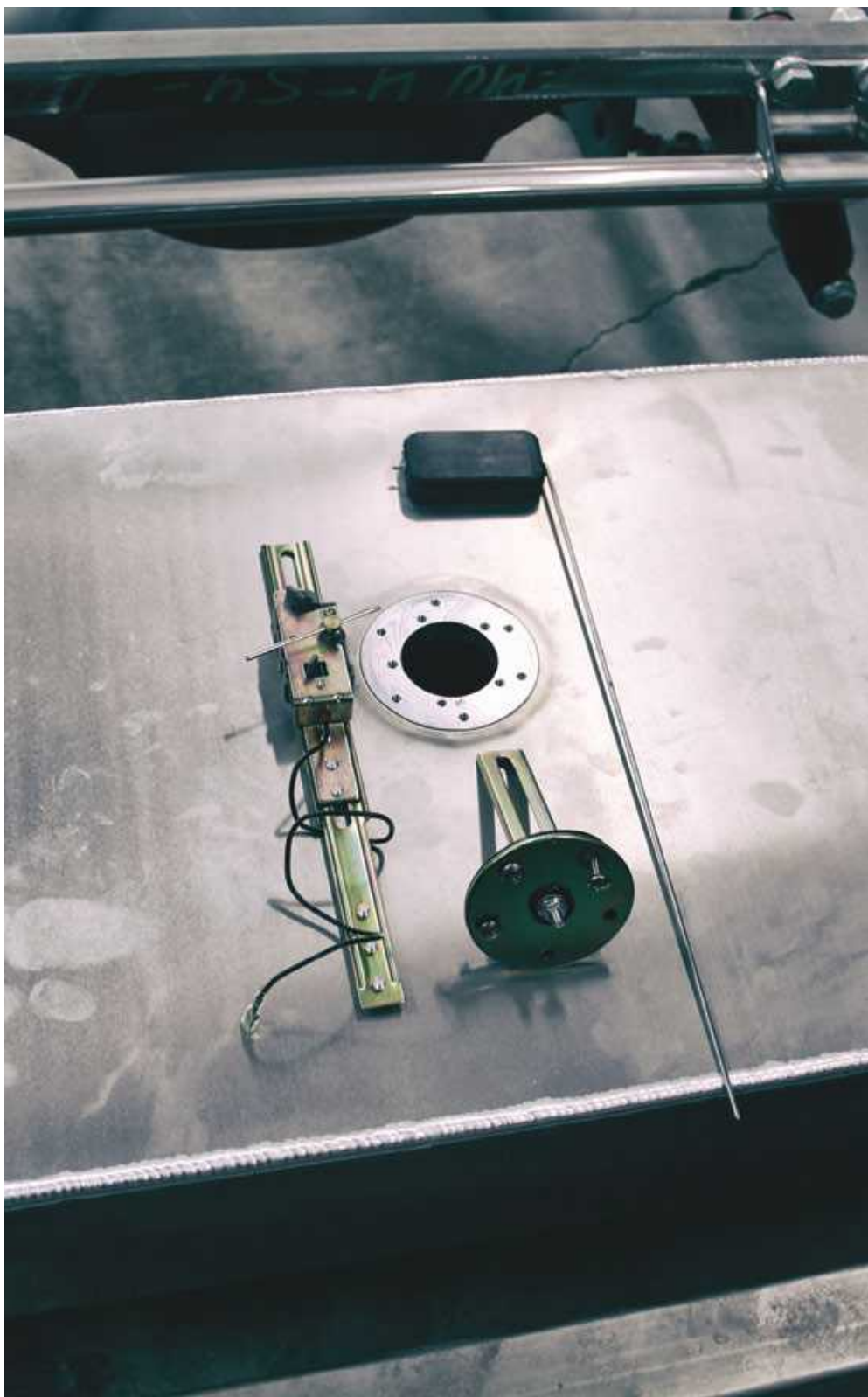
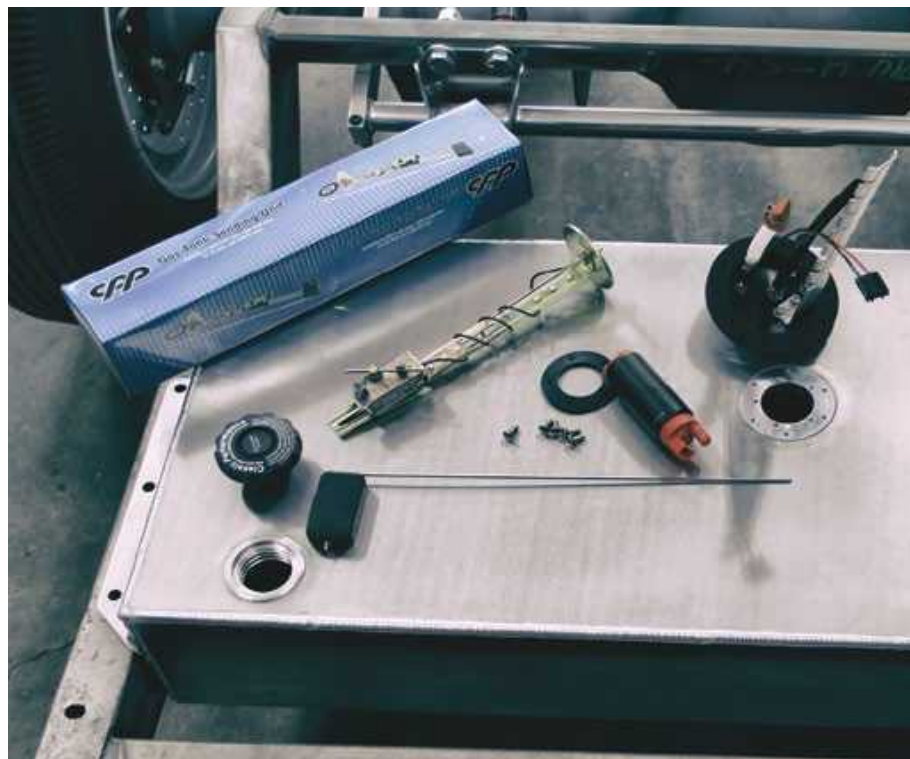


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CPP's fuel sending unit can be shortened to adapt to any size or depth fuel tank. Once shortened, Luis from "House of Pain" Customs was able to mount down the unit. The Aeromotive fuel system and filter were also installed easily as per instructions.







*The Classic Performance Products EFI aluminum tank, which specifically fits onto the TCI rear truck framersails, came included with a CPP fuel sending unit, and the Aeromotive Phantom universal filter and pump system, brass fittings, and mounting hardware.*



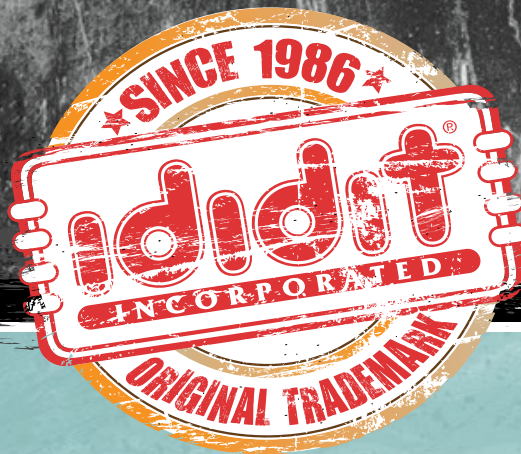
through the bed floor, or custom side fills can be added. These tanks are pre-notched for leaf spring clearance and install without having to move the crossmembers.

While CPP gas tanks offer a slew of benefits, the greatest benefit we've experienced is the peace of mind that it brought us. To know that your fuel is being carried far away from the cab is enough for us to make the switch, and it's also good to know that you've got a fresh clean tank to hold the juice

to your lifeline.

Should you hate trips to the gas station, CPP offers their aluminum gas tanks for many applications and you can even opt to go with higher capacity tanks. In addition, they're all crafted in the USA and their quality and customer service is unmatched.

We loaded up the Project '54 Low-rider Truck frame, manufactured by Total Cost Involved, and made a trip down to the great and helpful people from Classic Performance Products.



## QUALITY STEERING IS ALL WE DO



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## MONTHLY TECH TIP



## Spark Plugs

## WHEN THE SPARK JUST ISN'T THERE

Spark plugs ignite the air and fuel mixture within your engine's cylinders. This continuous ignition is what keeps your car moving down the road. If you don't check on your spark plug's performance with regular services, or change them when necessary, they can cause problems.

Here are some indications that your car's engine probably needs a new spark of life!

◀ **ROUGH ENGINE IDLE:** The sound an engine gives off is constant and smooth, but if your spark plugs aren't performing as they should, your engine will produce a rough and jittery sound and create larger vibrations throughout the car.

◀ **TROUBLE STARTING YOUR CAR:** Many people think that their car not starting right up is because they probably need a fuel filter or their battery is going dead. It is also possible that faulty spark plugs are causing your battery to drain.

◀ **ENGINE MISFIRING:** When your engine misfires it causes the vehicle to halt for a fraction of a second and then continues its usual movement. One or more cylinders aren't firing properly, which can also lead to higher amounts of emissions.

◀ **WASTING FUEL:** If your spark plugs have deteriorated, you'll notice that your vehicle is starting to eat up gas a lot more and you wind up making more visits to the gas station.

◀ **LACK OF ACCELERATION:** If your vehicle is accelerating poorly, it is pretty easy to tell. It feels as if the vehicle doesn't want to respond when you put your foot down, or it does, but not as quickly as it used to.

If your vehicle's performance relates to any of the above warnings, and if you're not able to change the spark plugs yourself, then it's about time to have your vehicle serviced and ask for E3 Spark Plugs with the DiamondFIRE power to work in your car, SUV, minivan, truck, motorcycle, snowmobile, or even your ATV. E3 Spark Plugs are not ordinary plugs either! The diamond-shaped architecture flame kernel moves toward the air/fuel mixture to create higher combustion pressure. This in turn allows for a better burn to improve fuel efficiency and engine performance. Please visit [www.e3sparkplugs.com](http://www.e3sparkplugs.com) or ask for them at any auto parts store

*The included gas tank filler cap shown here is also adaptable for easy insert at the gas station pumps without having to remove the cap itself.*



Measuring tape, a pen, and drawing paper came along with them as they took a look at the location where their aluminum 19-gallon tank would be set and mounted. Even though CPP has a complete line of fuel tanks, they wanted

to make sure that their tank would fit on to the rear of the framersails like a glove. Once the mounting specs and modifications were made for EFI compatibilities, we received the tank for installation.

## ADVANTAGES OF AN ALUMINUM CPP TANK:

**RUST PREVENTION:**

Aluminum fuel tanks are less susceptible to corrosion. To be honest, purchasing one of these CPP aluminum tanks will last a lifetime. Steel is also more susceptible to rust and corrosion when exposed to moisture and the rust factor multiplies when it's exposed to road salt and sea air.

**LOW-SULFUR FUEL:**

Nowadays, the increased use of low-sulfur fuels promotes an increase in interior corrosion of fuel tanks. Aluminum is not nearly susceptible to this type of corrosion and it is yet another added bonus when going with a CPP tank.

**WEIGHT SAVINGS:**

Aluminum tanks are much lighter. Weight reduction is one of the best ways to reduce pollution and increase gas mileage, so this is a win-win.

**BAFFLES:**

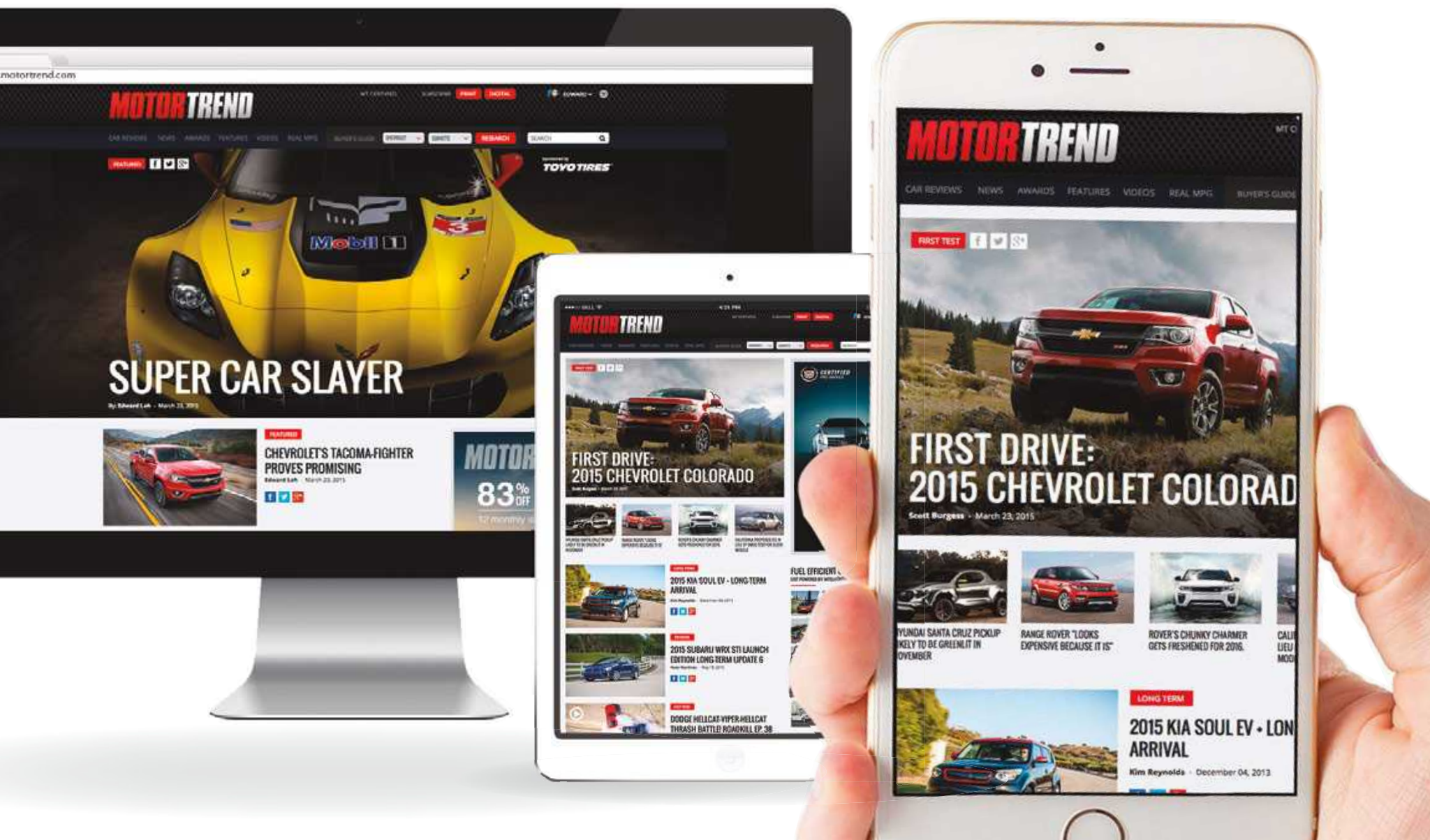
CPP tanks come with baffles, which are located inside the tank. These baffles help provide internal support to help withstand fuel sloshing loads, and keeps

slosh to a bare minimum. That means that it keeps your fuel from beating up your fuel sender lever and float while keeping the fuel gauge reading steady.

The Lowrider Project '54 Bomb Truck undercarriage mockup build is now complete, except for the upcoming exhaust install. As you have followed along in our special series of articles containing the early step-by-step build, we will soon begin the next stage of disassembling the entire Total Cost Involved Lowrider Truck frame. We will be removing all of the modern suspension components, including the Wilwood disc brakes, air suspension, high-performance brake booster, and Currie rear axle. We will also remove the Chevrolet Performance Crate LSX engine and 4L85 E Transmission so that we can send over everything chassis related to get powdercoated. Stay tuned for another upcoming Project Bomb Truck segment, as we reinstall the truck's chassis, and then further down the road we slightly chop the top of the truck's cab? ●



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# THE PERFECT REAR END

AXLES MANUFACTURED FOR YOUR  
LOWRIDER'S APPLICABLE WIDTH

BY KEV ELLIOTT





When it comes to sourcing out a rearend for any of our lowrider projects, there is really only one choice — Currie Enterprises. They've built tens of thousands of rearends over the past 50-plus years, especially since their axles became synonymous with the performance aftermarket in the '80s.

With the availability of original parts drying up (face it, you don't see many 8- or 9-inch rears in junkyards these days), Currie set out to produce its own axle center housings, gear cases, yokes, and differential carriers. 9-Plus products are

brand-new manufactured components and assemblies, meeting or exceeding OEM specifications. The housings and covers are made from high-tensile steel, almost 40-percent stronger than conventional 1010 low-carbon steel.

Building an axle housing to a customer's required width or for the lowrider "skirt" preferred on Impalas, Caprices, and Ford LTDs is the "easy" part, as assembling the differential is somewhat more time-consuming and technical, yet the team at Currie makes it look simple.

# LOWRIDER GARAGE

ESTABLISHED 1977

[ RESTO ]

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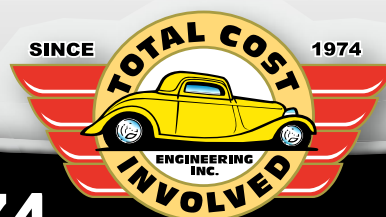
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**1** Currie Enterprises recently moved to a new location, allowing the opportunity to redesign its facility. The result is a near production line of rearends. Here is a portion of the stock for various applications.



**2** Once Currie has the desired width of a rearend, the axle tubes are cut to length from 3-inch diameter, 0.188-inch wall steel tubing.



**3** With the axle housing placed in a jig, a gear case is installed with collars in place of the bearings, and an alignment bar installed through the collars. The axle tubes are then put in place.



**4** The bearing housings (in our case large-bearing Torino-style housings), also with collars in place of the bearings, clamped in place using Vise Grips, are slid over the alignment bar, and the housing width checked.



**5** With the front face of the gear case set level, the bearing housings set perpendicular to that and all four bearings aligned using the bar, the assembly is tack welded.



**6** The entire assembly is then transferred to a slowly rotating jig for final welding.



**7** Once welded and cooled, the housing is moved to this heavy-duty press, which, with the assistance of another alignment bar, is used to perfectly align the bearings.



**9** The completed housing is media blasted and hot tanked prior to delivery to the assembly area.



**10** The new components for the third member; a 3.55:1 ring and pinion, open carrier, new yoke, and pinion support, plus bearings and bolts.



**8** The housing is next drilled and tapped for a vent.





**11** Assembly starts by pressing tapered bearings onto the carrier.



**12** The ring gear is bolted to the carrier and torqued to 65 lb-ft. Note the splined tool used to hold the carrier in place while the ring gear is torqued.



**13** The bearing and seal are pressed into the pinion support...

"THEY'VE BUILT TENS OF THOUSANDS OF REAR-ENDS OVER THE PAST 50-PLUS YEARS, ESPECIALLY SINCE THEIR AXLES BECAME SYNONYMOUS WITH THE PERFORMANCE AFTERMARKET IN THE '80S."

Incidentally, all the 9-Plus components are available individually, should you want to build your own axle. Currie even sells an assembly alignment bar under its 9-Plus

brand ([www.new9inch.com](http://www.new9inch.com)), as well as everything from gear cases and mini-spools to T bolts, bearings, gaskets, and retainer plates. ●



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## MONTHLY TECH TIP



BY AXALTA COATINGS SYSTEMS

## JUST TRYING TO BLEND IN

This month's Axalta Coating Systems Paint Tip is about color matching. When it comes to blending light metallics, or even solid colors, it is one of the more challenging things for a new painter to master. The techniques below can be used for solid colors, metallics, pearls, and even tri-coats.

These blending recommendations are fast, easy, and durable.

Blending Tips for Success:

- ◀ Lower air pressure usually helps blending.
- ◀ On tough blends, use a narrow fan, reduced fluid flow, and reduced atomizing air pressure just high enough to give sufficient breakup. Gravity and HVLP equipment usually perform better than siphon.
- ◀ For optimum results, use smaller fluid tips (1.5 mm or smaller) set to the lowest air pressure that still gives good atomization.
- ◀ Agitate ready-to-spray paint thoroughly, especially high metallics and pearls, and be sure to spray immediately after loading the gun. Do not allow paint to settle in the gun cup. Stir paint again between coats if necessary.
- ◀ Apply base color over properly prepared surfaces, and be sure to allow ample flash time between coats.

If you're painting in a shop that uses Axalta water-base products, it's pretty simple. All you have to do is add 50 percent of their blender to 50 percent of the solid basecoat that you have left over after coverage. Mix them together, stir thoroughly, then spray it on to the blend panel.

To achieve this same invisible blend with Axalta solvent basecoats, go through the same process but use reducer instead of a blender at 50 percent to achieve the same results.



For more technical advice please feel free to contact Axalta's product specialist Steven Chaparro at [steven.c.chaparro@axaltacs.com](mailto:steven.c.chaparro@axaltacs.com).



**14** ...and the pocket bearing is installed in the gear case.



**15** This jig is used to hold the gear case while it's assembled, and is capable of being flipped to work on both sides. Here the pinion support is bolted in...



**16** ... before the case is flipped and the ring gear and carrier are lowered into position. The spanner nuts and caps are then installed, the cap bolts tightened to 85 lb-ft.



**17** After backlash is set using a dial gauge, depending on the gear manufacturer's recommendations, gear marking compound is applied to the ring gear to establish the contact pattern between the ring and pinion. An electric drill is used to spin the pinion to determine this.



**18** Once any adjustments are made, by readjusting the spanner nuts, and the pattern is central on the ring gear teeth, these lock tabs prevent the nuts from moving.



**20** Moving to the assembly area, and with the rearend housing clamped in a jig, an air-powered rotary wire brush is used to clean the axle tubes of any debris.



**19** The yoke can now be installed on the pinion to complete the third member assembly.





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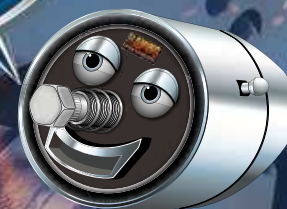
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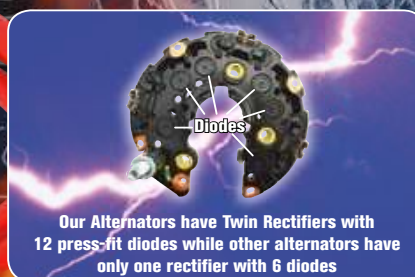
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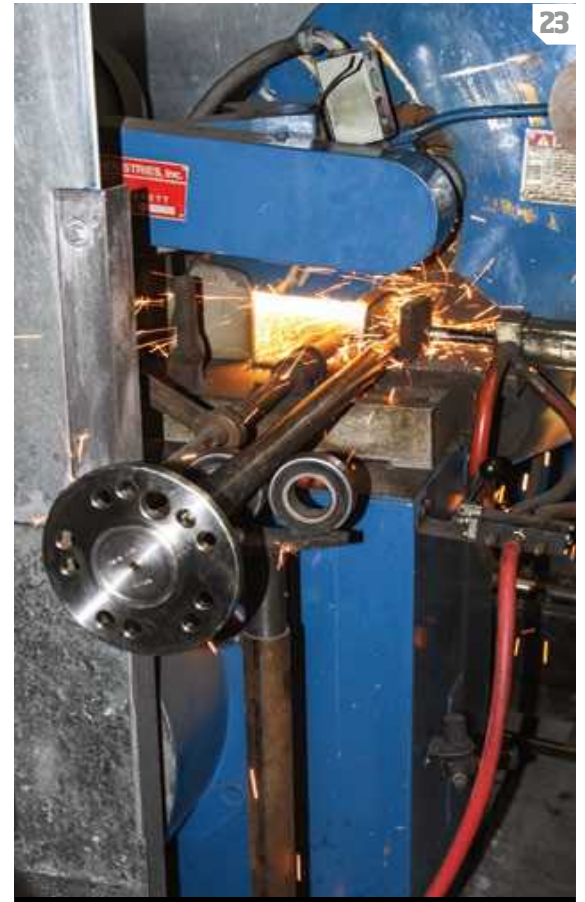
**21** A magnet is glued in the bottom of the "pumpkin" to catch any metallic debris once the rearend is in use.



**24** Currie has this neat press for installing wheel studs.



**22** With a bead of RTV on both sides of the gasket, the third member is lowered into position in the casing.



**23** While the third member was being assembled, the axles were cut to length and splined.



**25** Do not forget to install the retainer plate prior to pressing the bearing onto the shaft!



**26** With the retainer in place, the collet and bearing is pressed on.



**27** Put a little grease on the bearings to install the shafts. The retainer plates use the same studs that hold the drum brake backing plates.



## SOURCES

CURRIE ENTERPRISES  
(714) 528-6957  
[www.currieenterprises.com](http://www.currieenterprises.com)

MILLER ELECTRIC  
(920) 734-9821  
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# AXALTA PAINT/LA TRADE-TECH PROJECT

## NEW-SCHOOL PAINTS AND OLD-SCHOOL CADILLAC

STORY BY JOE RAY

The Los Angeles Trade-Technical College (LA Trade Tech) is a public community college in Los Angeles, California. It offers academic courses and training and certificate programs in auto body and collision repair. The auto body collision repair class is held in one of the large buildings located on the 25-acre campus.

Their auto collision instructor and famed custom paint and pinstripe guru, Brian Ferre, has taught automotive paint and collision repair for over 30 years and 10 of those years have been at LA Trade-Tech. There are about 200 students enrolled in automotive programs at the facility and about a 100 of those are enrolled

*Brian Ferre,  
striper, painter,  
and artist  
instructor at LA  
Trade-Tech.*

in the collision repair course. "LA Trade-Tech offers Saturday courses, as well as daytime and night classes throughout the week and most of the students who attend these classes are at the average age of 28 and are also trying to start a new life," Ferre says.

The school's success depends on funding and donations toward the





1

program's capabilities. Donations of car parts, paint products, and supplies are sometimes a must in order to help along with the many courses offered within the auto body and collision program. For most of the students, the best part is getting to do your hobby for a living.



2

**1-5** Project "DeVillain" was taken down to the bare metal where the LA Trade-Tech students began the bodywork.



3



4



5



6

**6** The firewall on this '64 Cadillac was completely shaved for an EFI drivetrain.



7

**7** LA Tech Project "DeVillain" class on recess to take a pose.

# LOWRIDER GARAGE

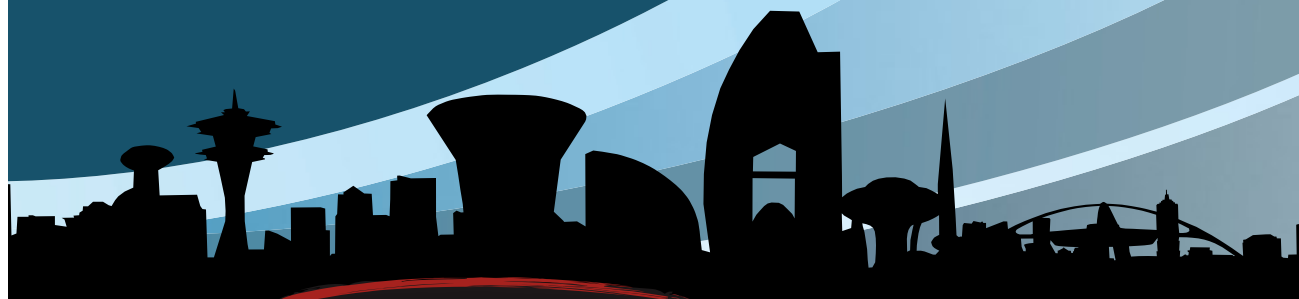
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"Just you and your car, out on the open road, that's what it's all about. When you're putting a car together, it's... Dynamat First, Dynaliner Second ...and leave the noise behind."







**8-13** Once the bodywork was complete, the hood, trunk, and body were sealed with Axalta LE 3440S sealer, which is an exceptional topcoat product that will seal the deal.



**14-17** The doorjamb was painted first before the body was shot by the students using Axalta Chroma Base Cadillac Sierra Gold.



Besides keeping fenders and door panels straight and removing rust and dings, course instructor Brian Ferre and his staff offer a hands-on approach to the art of automotive bodywork. Most students with the right amount of practice in sanding and prepping eventually learn that, after mastering this technique, they can easily complete the rest of the training course path. The different courses

**18** Axalta Premiere clearcoat was used to finish off the Cad. Class dismissed.



that are offered range from metal prepping, welding, frame straightening, and even calculating collision estimates. When you complete and pass the overall course, you can actually and or eventually run a dealership body shop.

LOWRIDER Magazine, along with Axalta Coating Systems, paid a visit to the LA Trade-Tech facility and offered the auto body class the challenging job of bringing back our 1964 project "Cadillac DeVillain" back to life. Though the car's original paint and shape needed a little work; the challenge also included a deadline for the Cadillac to be featured on display at the upcoming SEMA Show in Las Vegas. For the students who learn everything there is to be offered in this special body and paint class, they made "DeVillain" their personal favorite project to work on. Axalta Paint products were provided for the Cadillac project and included only the best quality materials from start to the final finish.

Once the students removed the original 50-year-old paint down to the metal, they applied Axalta's Etching Primer #22880S. This metal protective sealer is a non-sanding etch primer that provides exceptional corrosion resistance and only the best adhesion to bare steel. When the class got down to the bodywork and blocking of this large luxury liner, they applied Axalta Primer #LE3404S, which is a urethane primer-filler designed for spot, panel, and overall repairs. It provides excellent fill capacity (high build) and is easy to apply and sand. The sealer used was Axalta's #LE3440S urethane primer sealer designed to provide excellent flow and leveling for spot, panel, and overall repairs. It delivers exceptional topcoat holdout and minimal overspray during application.

While in the facility's large spray booth, and in the final stage of paint, Cadillac Sierra Gold / ChromaBase was mixed and sprayed over the classic body style. ChromaBase is an excellent choice for spot, panel, and overall repairs for all finishes — solids, metallics, pearls, and special-effect colors too. To show off the glamor of this soon-to-be SEMA Show display vehicle, two kits of PremierClear #LE 8700S Clearcoat was sprayed on top to complete the quality paintjob and

finish that only the class at LA Trade-Tech students demand and expected for their class project.

Congratulations and a special thanks go out to Brian Ferre and his staff, all the students who spent their time working on this soon-to-be fabulous vehicle, and especially the following students who made it their personal quest: Aaron Vazquez Ramirez, Jose Mendoza, Jovanie Gutierrez, Arutyun Agayan, (Harry), and Lupe Ceja. ●

FOR MOST OF THE STUDENTS, THE BEST PART IS GETTING TO DO YOUR HOBBY FOR A LIVING.

## SOURCES

AXALTA COATING SYSTEMS

[www.axaltacs.com](http://www.axaltacs.com)

L.A. TRADE TECH

[www.lattc.edu](http://www.lattc.edu)



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# LOWRIDER REVIEW



# LET THERE BE LIGHT

## HEAD-TO-HEAD COMPARISON OF SOME TOP MINI FLASHLIGHTS

BY PHIL SCHWARTZE AND JOHN TEATOR  
PHOTOS BY MICHAEL GREY

We can't stress enough the importance of these little widgets. Whether it's looking under our seats for something, trying to make roadside repairs at night, or find your way around outside when it's dark, you certainly get a lot of bang for your buck with flashlights and they come in handy at the most random times. However, for automotive purposes you don't always need

some gigantic 6-volt or D battery monster that won't even fit in your glovebox.

A compact, pocket-sized light with plenty of power will definitely work to store anywhere in your car. So what should you get? There's always cheapo versions in a little cardboard holder you see at auto parts and hardware stores, but we believe that you get what you pay for. We figure AA battery-

powered flashlights are about the most common small ones out there that have a power source you could pick up anywhere from a gas station to a grocery store. Here we've compiled four smaller AA-powered flashlights and listed specs, pros, and cons of each. See which one makes sense for you to pick up and stash in your car, lest you need it when you least expect it. ●



**MAKE/MODEL**

JETBEAM WL-S1

**LUMEN OUTPUT**

Output (with one CR123 or 16340): Turbo 770 / Max 160 / Economic 70 / Low 26 / Weak 1

**RUNTIME**

Turbo 1.3 h / Max 1.5 h / Economic 8 h / Low 37 h / Weak 300 h

**OVERALL LENGTH**

4.29 inches

**WEIGHT WITH BATTERY**

4.4 ounces

**BATTERY TYPE**

AA, CR123, 14500, 16340, or 18650 (1, not included)

**CONTROLS**

Constant-on/momentary tailcap push-button switch, mode select side switch

**MSRP**

\$50

**URL**

[www.goinggear.com](http://www.goinggear.com)

**OVERVIEW**

With seven output options, the JETBeam WL-S1 might boast the most functions in this guide. Not only does it have five brightness settings, it also has strobe and SOS modes. Most impressive of all, it can use not only a single AA battery, but also CR123 and more obscure 14500, 1630, and 18650 sizes. Its overall length will vary depending on what type of battery is installed. It has two switches, a constant-on and momentary tailcap push-button and an illuminated side-mounted mode button. We found the light's dual button system complicated to use. Note that the above lumen output ratings are based on either a CR123 or 16340 battery, and not a AA.



**MAKE/MODEL**

COAST HX5

**LUMEN OUTPUT**

High 620

**RUNTIME**

High 3 h 45 min

**OVERALL LENGTH**

Flood Mode: 4 inches, Spot Mode: 4.125 inches

**WEIGHT WITH BATTERY**

2.5 ounces

**BATTERY TYPE**

AA (1, included)

**CONTROLS**

Beam focusing slide bezel, constant-on/momentary tailcap push-button

**MSRP**

\$25

**URL**

[www.coastportland.com](http://www.coastportland.com)

**OVERVIEW**

Coast's HX5 comes with a standard alkaline battery that is rated for an output of 130 lumens, but it can also run on a rechargeable NiMH battery outputting 145 lumens or a rechargeable 14500 lithium battery for a maximum output of 345 lumens. Its sliding bezel allows light to be focused to a maximum beam distance of 259 feet or go wide with an 8-foot-diameter flood beam at a distance of 6 feet. The HX5 features an aluminum body, rubberized tailcap, and unbreakable LED. Its carry options include a unique two-way clip that allows the light to be clipped onto a pocket or the bill of a hat.





**MAKE/MODEL**  
NITECORE EA11

**LUMEN OUTPUT**  
Turbo 900 / High 300 / Mid 160 / Low 70 / Lower 1

**RUNTIME**  
Turbo 30 min / High 45 min / Mid 1 h 30 min / Low 2 h 30 min / Lower 12 h

**OVERALL LENGTH**  
3.62 inches

**WEIGHT WITH BATTERY**  
2.7 ounces

**BATTERY TYPE**  
AA Alkaline (1, included)

**CONTROLS**  
Constant-on bezel-mounted side switch, mode select side switch

**MSRP**  
\$55

**URL**  
[www.goinggear.com](http://www.goinggear.com)

**OVERVIEW**  
As the most compact light in this guide, the Nitecore EA11 brings big performance. Proof that good things can indeed come in small packages, the EA11 is capable of producing 900 lumens of blinding light and also features a night-vision-friendly red light. The aluminum-bodied light has two switches on the side of its bezel, one for power and the other for the light output mode. Various button presses can activate the turbo and lower modes as well as the separate low-lumen red LED. Surprisingly, the many button options are easy to get used to. Its compact size feels like it would work well with a tailcap switch, which it lacks.



**MAKE/MODEL**  
BRITE-STRIKE LIGHTNING STRIKE

**LUMEN OUTPUT**  
High 170 / Low 60 / Strobe 150

**RUNTIME**  
High 1.5 h / Low 3 h / Strobe 1.5 h

**OVERALL LENGTH**  
4 inches

**WEIGHT WITH BATTERY**  
2.7 ounces

**BATTERY TYPE**  
AA Alkaline (1, included)

**CONTROLS**  
Constant-on/momentary tailcap push-button switch

**MSRP**  
\$70

**URL**  
[www.brite-strike.com](http://www.brite-strike.com)

**OVERVIEW**  
The Lightning Strike flashlight comes as a part of Brite-Strike's Lightning Strike Personal Protection System. The system is designed with women in mind and is meant to be a personal protection kit that includes a 170-lumen tactical flashlight and a personal alarm that emits a 120-decibel ear piercing sound when activated. It has three modes (high, low, and strobe) that you can cycle through by using its rubberized, glow-in-the-dark tailcap push button. The light has aggressive strike bezels front and back and is made of anodized aluminum. The kit comes with a neck lanyard, a leather quick-deployment holster, and a tough coiled polymer light lanyard.





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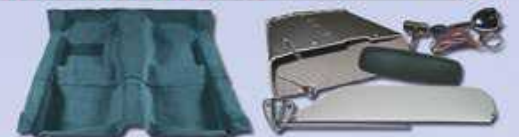
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## 1981 WOMEN'S BEACH CRUISER

**OWNER**  
Minerva Vargas

**CITY/STATE**  
Montclair, CA

**BODY/PAINT**  
Axalta paint

## 1959 SCHWINN SPEEDSTER

**OWNER**  
Saul Vargas

**CITY/STATE**  
Montclair, CA

**BODY/PAINT**  
Axalta paint



## BIKE MODELS

1959 SCHWINN SPEEDSTER, 1981 WOMEN'S BEACH CRUISER



# LIFE'S A BEACH

## HIS AND HERS VENICE BEACH CRUISERS

STORY BY BETO MENDOZA

The 1981 women's beach cruiser belongs to Minerva Vargas. The bike has an NOS springer front fork, full fenders, rear bike rack, crash guards on the rear seat, and NOS green flake handlebar grips. "The green

*Older and newer  
Schwinns side by  
side. They never  
go out of style.*

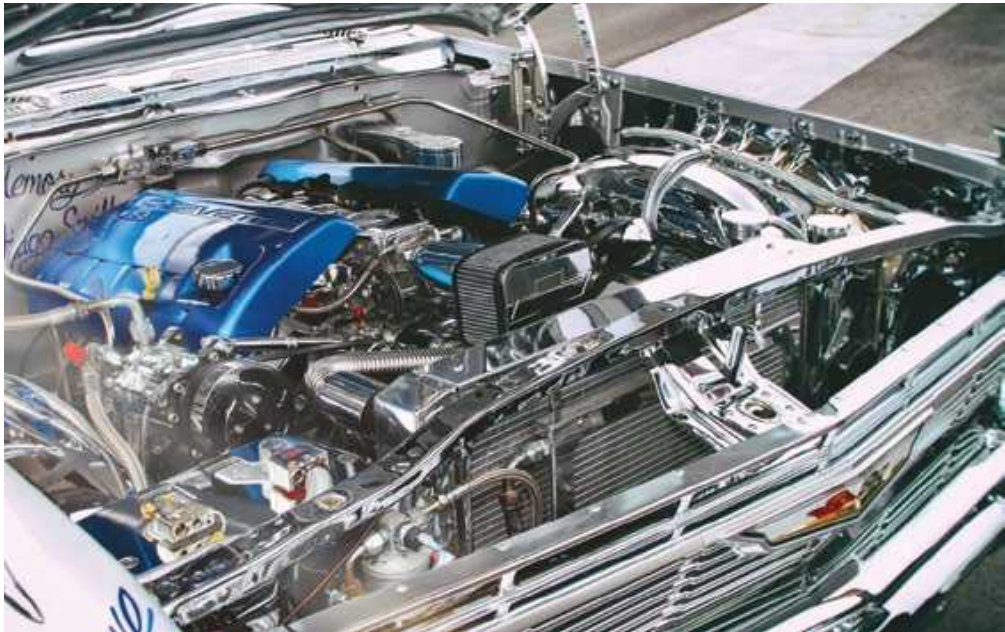


NOS grips that I was able to buy dictated the color scheme of the bike," explained Saul Vargas. Felix Designs in Las Vegas, Nevada, used an Axalta green flake to paint the bike. He also used two greens to pinstripe the bike's rack, chain guard, fenders, and frame.

Saul Vargas owns the 1959 Schwinn Speedster. Saul added some

hard-to-find parts such as a Schwinn Speedometer, a headlight with NOS light bracket, along with a pre-World War II gooseneck. The frame was powdercoated black, while the full fenders received Axalta black and gray graphics and red pinstriping. Chrome for both bikes was done by Speedy's Chrome of Long Beach, California. ●





**CAR MODEL**  
1961 CHEVY IMPALA CONVERTIBLE



FROM PUZZLE TO  
PRISTINE '61 RAG

BY PHIL SCHWARTZE | PHOTOS BY SARAH SILVA

# ACES

# LOW





When we have our heart set on a certain car, sometimes we'll do anything to find it. Matt Smith perused the Internet in search of a '61 Impala rag, but alas, he came up empty. When he reached out to VMax of Ultimate Hydraulics in Norco, California, to help him find one, only two weeks went by before he found Matt a potential project car. As with many of us who finally find what we're after, it was in pieces with no motor and trans. That didn't discourage him from moving forward on it and having VMax turn it into the sweet silver ride you see here. After all, he's a true gambler who knew

this was a bet worth making.

VMax took care of the custom undercarriage that's totally chromed out with hardlines running to two custom engraved tanks, two pumps with external pump heads and covers, three dumps, and six hidden batteries. The rear sports a 9-inch with a Y bar and it's all brought to a stop courtesy of four-wheel disc brakes by CPP. For power, a chromed-out LS3 puts out plenty of oomph and a 350 trans keeps it all churning nicely.

The interior also sports the gambling theme with embroidering on the suede

seats and door panels. Custom armrests were made and have controls for the power windows, while a custom console holds the four switches for the juice and TV monitor. A Pioneer head unit and amp powers all the JL Audio speakers.

The exterior was shod in silver with Oriental blue accents and gambling murals can be seen throughout the trim on the car. The gas tank door is also adorned with the car's name: "Aces Up My Sleeve." Matt knows his way around a deck of cards, so believe it or not, some of the money that went to fixing up the car actually came from his winnings.





## 1961 CHEVY IMPALA CONVERTIBLE

### VEHICLE NICKNAME

Aces Up My Sleeve

### OWNER

Matt Smith

### CITY/STATE

Salt Lake City, UT

### ENGINE

LS3 and 350 trans

### INTERIOR

Stock with blue suede, custom console and door panels

### SOUND

Pioneer head unit and amp, JL Audio speakers

### BODY/PAINT

Silver and oriental blue by Ultimate Hydraulics. Engraving by Hernan. Patterns and pinstriping by Ultimate Hydraulics.

### SUSPENSION

Two custom Ultimate Hydraulics pumps, three dumps, two tanks, six batteries. All hardlined.

### WHEELS/TIRES

wire wheels / 5.20s

Although there's still a lot more Matt would like to do to the car, it's certainly another masterpiece to come out of the Ultimate Hydraulics' garage. Special thanks go to VMax and crew for all the work. "I've got a lot of love and respect for that guy," Matt says. Keep the card tricks coming Matt. Apparently you know how to push your luck. 🀄







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# NEW PRODUCTS

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They're three things you can't live without: shoes, sock, and your cell phone or tablet. So we've compiled a pair of cool kicks, fashionable socks, and a portable, low-profile charger to help keep that smartphone or tablet of yours charged up in the absence of

a power supply. Lugz are some of the best shoes on the market, and these stylish models are popular among young and old lowriders alike. The Stance socks are fresh on the scene and we're surprised someone didn't think of these earlier. Who'd have thought you could find a way to make socks as stylish and appealing as these?

You might be able to live without your mobile device, but in these technophile times it seems that everyone's iPod, cell phone, or tablet is surgically attached to their hand. Plus you can even power up things such as a camera, laptop, iPod player, or anything with a USB port with the Ronzo charger. Take a look at these offerings and see if you have any space in your drawer, closet, or pocket for one of these items. ●

2

1

3

## 1 MAKE

Stance

**MODEL**  
Various

**COLOR**  
Various

**URL**  
[www.stance.com](http://www.stance.com)

**MSRP**  
Varies

### OVERVIEW

A fresh take on an old article of clothing, Stance offers a wide variety of sock sizes and designs for men, women, and kids. Check out their inventory for a full offering to see what suits you.

## 2 MAKE

Lugz

**MODEL**  
Fringe

**COLOR**  
White/Cream/Gum, Charcoal/Lt. Grey; Black

**URL**  
[www.lugz.com](http://www.lugz.com)

**MSRP**  
\$49.99

### OVERVIEW

The Fringe is a stylish boot with a moc toe design and Durabrush upper. It also features a durable lug outsole, and padded tongue and insole for extra comfort.

## 3 MAKE

Ronzo

**MODEL**  
Battery Charger

**COLOR**  
Various

**URL**  
[www.ronzopower.com](http://www.ronzopower.com)

**MSRP**  
\$19.99

### OVERVIEW

Designed to function and hand crafted to transport, RONZO is a portable, easy-to-use phone charger, that is compatible with variety of devices.





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